U.S. Department
of Transportation
**United States
Coast Guard**

MSIS Marine Inspection Transaction Guide

MSIS–4

COMDTINST M5230.14B

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CHAPTER 1. MARINE INSPECTION PRODUCT SET SUMMARY

A. General.

1. Design. The Marine Inspection product set is designed to capture all relevant information about periodic and special inspections of vessels and facilities as specified by the Marine Safety Program; to report these, as appropriate, through the Coast Guard chain of command; to maintain lists, logs, and prompter files; and to generate letters and certificates in support of the operational inspection program.

2. Use. The product set contains both entry/update and retrieval products. In entry and update mode, MSIS contains products for scheduling inspections, "filing" inspection and deficiency reports, and recording special inspection notes. In retrieval mode, in addition to the ability to review all entry transactions, MSIS creates lists and logs providing information concerning scheduled and overdue inspections, case summaries and status, and the Certificate of Inspection.

3. Transaction Guide. This guide presents the Marine Inspection transactions, their content, and how they are to be used. The guide also includes a discussion of how the product set works with MSIS, and a discussion of how cases and vessels are identified and numbered. Instructions on logging into MSIS and terminal use are contained in the MSIS asic Users Manual and Operating Guide, COMDTINST M5230.11.

B. Data Controls and Accounting Procedures.

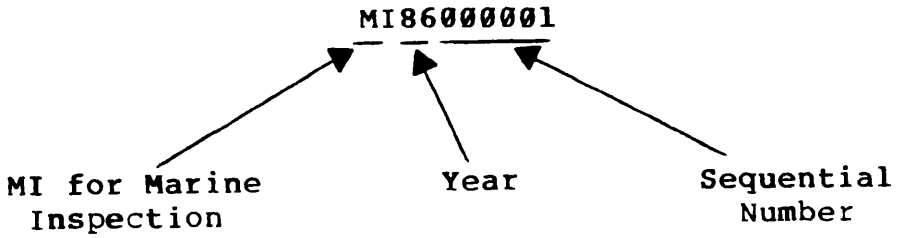
1. MSIS Data Controls. Because MSIS contains an integrated data base, which is updated by all functions which participate in MSIS, certain controls are imposed on certain data to ensure their correctness. From the standpoint of Marine Inspection, the combination of the following data are used to identify inspection activities on vessels and facilities:

   a. Case Number (must be unique)

   b. Deficiency IDENT (must be unique within a case, though not unique to MSIS)

2. MSIS Accounting Procedures. To delegate control over the data and to properly link Marine Inspection activities to their proper port, vessel or facility, MSIS uses a convention of identification numbers.

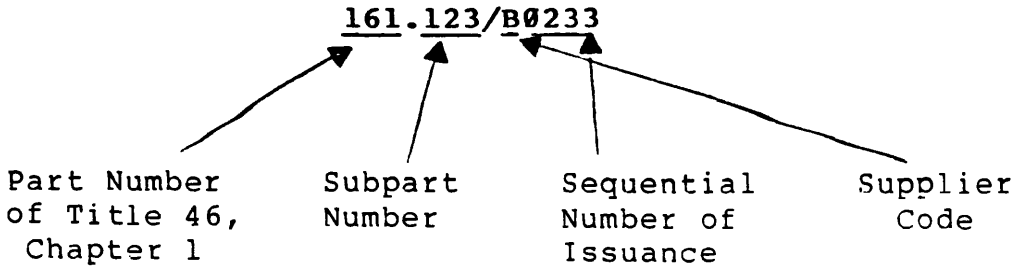
a. Marine Inspection Case Controls. Marine Inspection incidents are identified with a unique number which permits MSIS to identify a specific inspection report. This number is called a CASE NUMBER and is the main requirement for accessing Marine Inspection products. This case number is assigned by MSIS during the inspection scheduling process. It is a 10-character element with the following attributes:



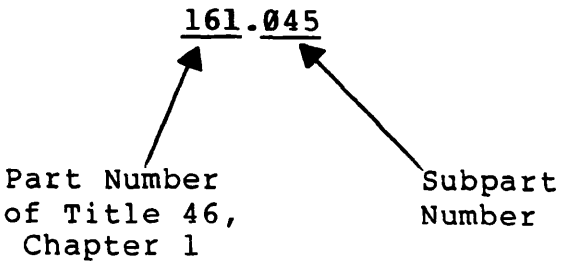
In the above example, the CASE NUMBER represents the first Marine Inspection case in 1986.

b. Vessel Identification Case Numbers. Like Marine Inspection Case Numbers, these numbers are used to identify specific inspection reports. Though VI Case Numbers are no longer assigned by MSIS, older cases use these numbers for identification. VI Case Numbers have the same basic composition as Marine Inspection Case Numbers, e.g., VI85000847.

c. Subchapter Q Numbers. The Subchapter Q Number or QNUM is assigned to a particular piece of marine equipment that has been through the approval process. The QNUM must be at least 12 digits in length and all zeros must be included when using it to access a product in MSIS. The QNUM has the following composition:



d. QCLASS Number. The QCLASS Number is the first seven characters of a Subchapter Q Number, including the period. Like the Subchapter Q Number, all zeros must be included when using the QCLASS to access an MSIS product. The QCLASS Number consists of the following:



C. Product Descriptions. The Marine Inspection product set is designed to support the periodic and special inspection of vessels and facilities as specified by the Marine Safety Program.

1. Entry, Update and Retrieval Products. The entry, update and retrieval products for Marine Inspection are designed to document and report the necessary aspects of the marine inspection activity. These products are accessed using the Marine Inspection Entry Index (MIEI). These products are described below.

a. **MIEI**. Marine Inspection Entry Index. This product is the master menu or index used to access all transactions in the Marine Inspection product set.

b. **MISF**. Marine Inspection Scheduler Function. This product is used to enter marine inspection scheduling information, to cancel previously scheduled inspections and to change schedule information before the inspection report has been filed.

c. **MIAR**. Marine Inspection Activity Report. MIAR permits the recording of information pertaining to the inspection of a particular vessel, platform or factory.

d. **MIDR**. Marine Inspection Deficiency Report. This product is used to describe an inspection deficiency as a supplement to the inspection report.

e. **MIDF.** Marine Inspection Deficiency Follow-Up. MIDF is used to report any follow-up action to any outstanding deficiency of a vessel or facility, regardless of which unit issued the deficiency.

f. **MISN**. Marine Inspection Special Notes. MISN is used to file a vessel or facility's special inspection notes.

g. **MICN**. Marine Inspection Class Notes. This product is an entry product used to post MISNs to a vessel class.

h. **MISE.** Marine Inspection Special Examination. This product provides a means to manage special inspection programs and enables a quick response to changing laws and regulations.

i. **MICA**. Marine Inspection Certificate of Inspection Amendments. This product is used to describe any amendments to a vessel's COI.

j. **MISD**. Marine Inspection Status Details. This product is used to report the inspection dates of specific equipment, machinery or components of a vessel.

k. **MIAE**. Marine Inspection Approved Equipment. MIAE permits the recording of data concerning a particular piece of approved marine equipment.

l. **MIEC**. Marine Inspection Approved Equipment Classes. This product serves as an index to Subchapter Q class numbers, given a particular class description.

m. **MIEL**. Marine Inspection Equipment List. MIEL serves as an index to Subchapter Q numbers, given a particular class number.

n. **MIFI**. Marine Inspection Field Instruction. MIFI provides a way for Headquarters to supply inspection instructions to the field offices.

o. **MICD**. Marine Inspection Class Description. MICD permits the recording of standard text data for each class of Subchapter Q equipment.

p. **MISP**. Marine Inspection Status at Port. This product displays open inspection case summaries and case status filed by the unit.

2. Retrieval-Only Products. There are eleven retrieval-only products available in the Marine Inspection Party Set. They are also accessed through MIEI.

a. **MISS**. Marine Inspection Status Summary. This product is used to view a summary of a vessel or platform's critical inspection-related items, its periodic inspection status and all regulatory safety documents on board.

b. **MICP**. Marine Inspection Critical Profile. MICP displays specific and unusual inspection-related items pertaining to a vessel or a platform.

c. **MICOI**. Marine Inspection Certificate of Inspection. This product is used to print COI data on plain paper for review purposes.

d. **MIPL**. Marine Inspection Port Log. MIPL is used to display closed inspection case summary information.

e. **MISI**. Marine Inspection List of Scheduled Inspections. This product lists scheduling information about all inspections currently scheduled, but not filed, by a unit.

f. **MICIF**. Marine Inspection Certificate of Inspection Form. MICIF is used to print a Certificate of Inspection on the pre-printed, continuous-feed COI form, Form CG-841.

g. **MICOA**. Marine Inspection Certificate of Approval. This product is used to print the Certificate of Approval on the official U.S. Coast Guard form.

h. **MIPIP**. Marine Inspection Pre-Inspection Package. MIPIP presents a composite of all vessel-related MSIS information relevant to the inspection of a particular vessel.

i. **MIOI**. Marine Inspection List of Overdue Inspections. MIOI displays information about vessels and platforms attached to a given unit that have overdue inspections.

j. **MIFR**. Marine Inspection List for Fleet of Responsibility. MIFR displays vessels whose most recent inspection for certification was filed by the specified unit.

k. **Marine Inspection Letters**. There are seven products which generate letters to inform a vessel's operator of a needed inspection, an expired COI, the extension of compliance dates for outstanding requirements and non-compliance with such requirements. These letters are: Marine Inspection Letter of Notification (MILON), Marine Inspection Letter of Expiration of Certification (MILEC), Marine Inspection Letter of Extension of Requirements (MILER), Marine Inspection Letter of Issuance of Requirements (MILIR), Marine Inspection Initial Letter of NonCompliance (MIILN), Marine Inspection Final Letter of Non-Compliance (MIFLN), and Marine Inspection Reinspection Notification Letter (MIRNL).

D. **SELECT**ion and **MORE** Logic. Some MSIS products allow both selection from a list of cases or reports and multiple pages of these cases or reports, requiring the use of the MORE command. When products combine both of these features, there are several options that the user may choose from to access the various parts of these products. Once the first full page of cases or reports (50) has been accessed, the message

"KEY SEL,1,2..." appears in the Response Slot and the following options are available:

1. Press SEND with a Blank in the command Slot to cause MSIS to display the message "KEY MORE FOR NEXT PAGE" if more cases or reports exist.

   The user may then:

   a. SEND a Blank command which starts the execution of the user's previous selections (if any) or displays the next product on the queue.

   b. **SEND** more selections to add items to the queue. The Response Slot then displays the message "SEND FOR SELECT(S) OR MORE".

   c. SEND the **MORE** command to access the next page of data.

   d. Enter a free-form command and press **SEND** to halt execution of the current product and access a new product.

   e. **ABORT** to halt execution of the current product.

2. **SEND** selections to add items to the queue. The Response Slot displays the message "SEND FOR SELECT(S) OR MORE".

3. Press **SEND** with **MORE** in the Command Slot to display the next page of data.

4. Enter a free-form command and press SEND to halt the execution of the current product and access a new product.

5. **ABORT** to halt execution of the current product.

CHAPTER 2. MARINE INSPECTION INDEX

A. Marine Inspection Entry Index --**MIEI.**

1. **MIEI** Purpose and Description.

   a. Provides the means for the selection of any Marine Inspection product which is accessible in **E(ntry), U(pdate)** or **R(etrieval)** mode.

   b. Allows entry of vessel, facility, case, class or equipment identifying data that are used within Marine Inspection products. If vessel and facility identifying data are both in global memory, MSIS displays only the identifier used most recently.

   c. Provides information concerning scheduled inspections and a request for the user's response when the user requests MISF and the vessel or platform already has either an inspection scheduled or an open Marine Inspection case.

   d. Provides an entry paragraph for listing MI case numbers and deficiency identification numbers to be used with MIDF, when MIDF is requested.

   e. Figure 2-1 shows the data definitions for MIEI. See Table 2-1 for the code values and Enclosure (1) for the abbreviation meanings.

2. Accessing **MIEI.**

   a. Menu. MIEI is normally accessed through the MSIS Directory Menu.

   b. Free-Form. MIEI can be accessed through free-form with:

      -MIEI

   c. Selection From Other Products. MIEI is not accessed from other products.

   d. Product Use Authority Levels.

      Retrieval - 1

3. **MIEI**Data Entry Requirements and Explanation.

   a. General Processing. MIEI is the master menu for the products in the Marine Inspection product set. The selection of Marine Inspection products may require the use of a VIN, FIN, Unit, QCLASS, QNUM, MI Case Number or **NEW.** Table 2-2 shows the required and

optional information used to access the products on the MIEI menu.

b. Special Processing. When the user requests MISF in **E(ntry)** mode from MIEI and the vessel or platform already has either an inspection scheduled or an open Marine Inspection case, MIEI responds with a list of all currently scheduled inspections and asks the user for his/her next desired action. The user can either decide not to schedule the inspection or can go on to MISF to schedule it.

MIEI also responds with a special screen when the user selects MIDF in **E(ntry)** mode. MIEI provides twenty (20) lines for the entering of IDENTS and Case Numbers for Follow-ups to be filed. If the Case Number is the same for multiple deficiencies, the user need only enter it on the first line of the group of IDENTS being entered. MSIS responds with the requested number of MIDFs queued up in a series.

SCREEN 1

```
COMMAND /_____ RESPONSE/PLS ENTER YOUR RESPONSE
MIEI                    MARINE INSPECTION ENTRY INDEX                    24AUG86

CASE/ CASE     VIN../ VIN*          NAME../
               FIN../ FIN           NAME../
               QNUM / ___.___/QNUM  QCLASS/QCLA.SS
LOG CRITERIA:  FROM(SINCE)/ CD      TO..../ CD       PORT/ (1)

                              -- MODE --                          -- MODE --
  --- REPORT ACTIVITY ---     ENTRY RTRV     --- LOGS ---         ENTRY RTRV
SCHEDULER.............(MISF)   1   11   SCHEDULED INSPECT....(MISI)  61   71
ACTIVITY REPORT.......(MIAR)   2   12   STATUS AT PORT.......(MISP)  62   72
DEFICIENCY REPORT.....(MIDR)   3   13   PORT LOG............(MIPL)   *   73
DEFICIENCY FOLLOW-UP...(MIDF)  4   14   COI FLEET...........(MIFR)   *   74
COI AMENDMENT.........(MICA)   5   15   PLATFORM LIST.......(PFPL)   *   75
SPECIAL NOTE..........(MISN)   6   16   OVERDUE INSPECT.....(MIOI)   *   76

  --- INSPECTION STATUS ---                 --- SUBCHAPTER Q ---
SUMMARY...............(MISS)   *   31   CLASS DESCRIPTION....(MICD)  81   91
DETAILS...............(MISD)  22   32   APPROVED EQUIPMENT...(MIAE)  82   92
CRITICAL PROFILE......(MICP)   *   33   CERT OF APPROVAL.....(MICOA)  *   93
PRE-INSPECTION PACKAGE.(MIPIP) *   34   EQUIPMENT CLASS.....(MIEC)   *   94
                                        EQUIPMENT LIST.......(MIEL)   *   95
   --- ADMINISTRATION ---
FIELD INFORMATION.....(MIFI)  41   51
```

*** Field must be filled in on initial entry.**

FIGURE 2-1. DATA DEFINITONS FOR MIEI

SCREEN 2

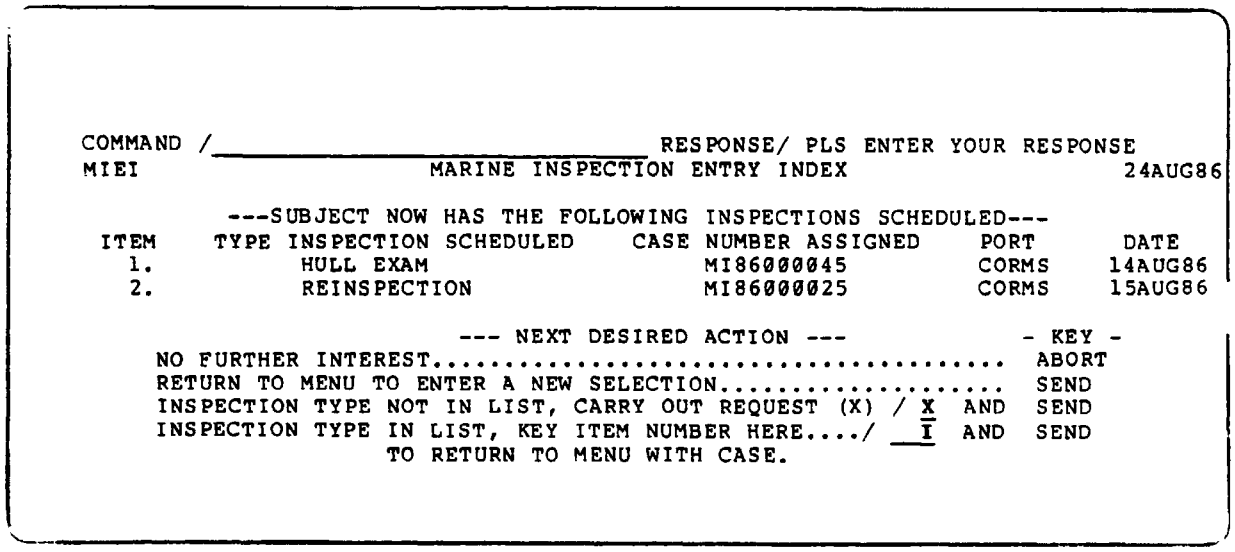


FIGURE 2-1. DATA DEFINITIONS FOR MIEI (Continued)

SCREEN 3

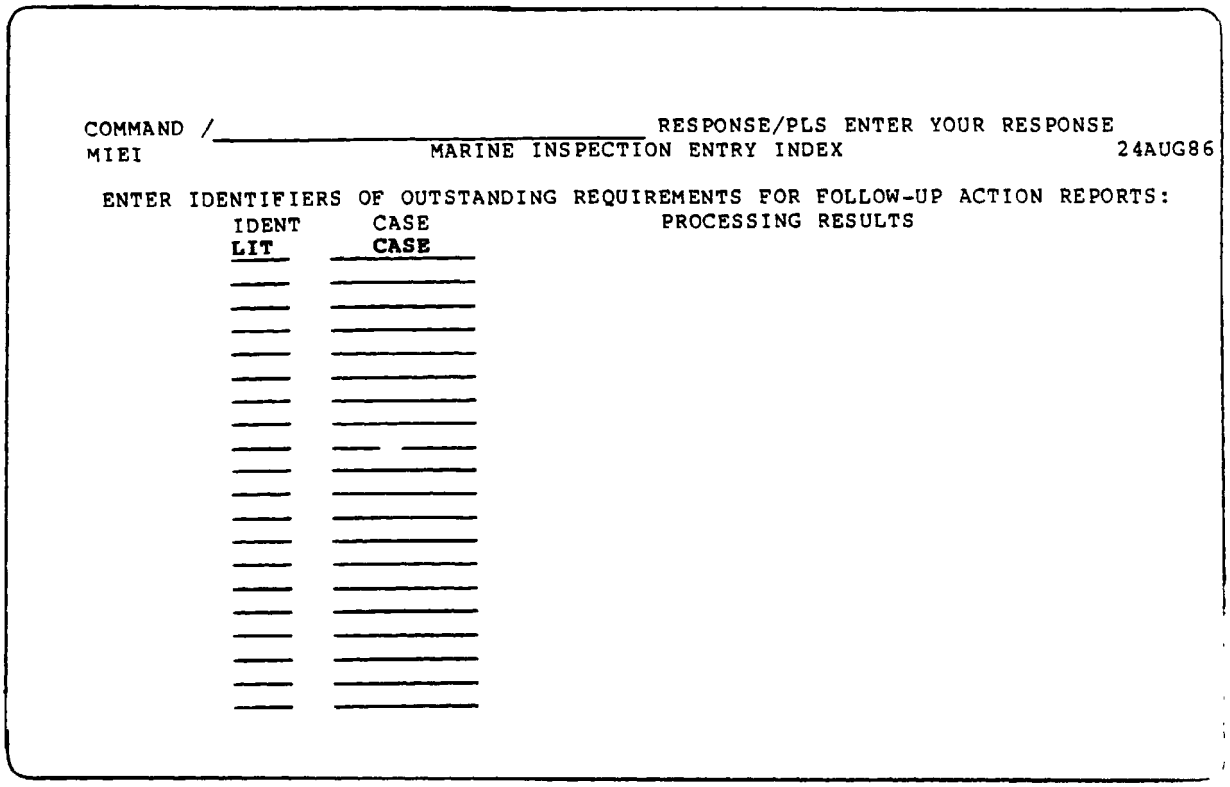


FIGURE 2-1. DATA DEFINITIONS FOR MIEI (Continued)

TABLE 2-1. CODE VALUES FOR MIEI

(1) PORT CODES

CODE	EXPLANATION
GMP	CG HEADQUARTERS (G-MP-4)
GMMI	(G-MMI)
GMTH	(G-MTH)
GMVI	(G-MVI)
GMVD	(G-MVD)
GWP	(G-WP)
GWER	(G-WER)
GWPE	(G-WPE)
NRC	(G-TGC)
GTDS	(G-TDS)
GMSC	MARINE SAFETY CENTER
MSS	MARINE SAFETY SCHOOL
01M	COMMANDER, FIRST CG DISTRICT (M)
BOSMS	MSO BOSTON, MA
BOSVD	VESDOC, BOSTON, MA
POMMS	MSO PORTLAND, ME
BAND	MSO BANGOR, ME
PROMS	MSO PROVIDENCE, RI
CODD	MSO CAPE COD, MA
NYCMI	MIO NEW YORK, NY
NYCVD	VESDOC NEW YORK, NY
NLOD	MIDET NEW LONDON, CT
LISCP	COTP LONG ISLAND SOUND, CT
LISD	PSD NEW LONDON, CT
NYCCP	COTP NEW YORK, NY
02M	COMMANDER, SECOND CG DISTRICT (M)
HUNMS	MSO HUNTINGTON, WV
MARD	MSD MARIETTA, OH
LOUMS	MSO LOUISVILLE, KY
EVND	MSD EVANSVILLE, TN
CIND	MSD CINCINNATI, OH
MEMMS	MSO MEMPHIS, TN
GRND	MSD GREENVILLE, MS
NASMS	MSO NASHVILLE, TN
DECD	MSO DECATUR, AL
PADMS	MSO PADUCAH, KY
PITMS	MSO PITTSBURGH, PA
SLMMS	MSO ST. LOUIS, MO
SLMVD	VESDOC ST. LOUIS, MO
PEOD	MSD PEORIA, IL
STPD	MSD MINN./ST. PAUL
DAVD	MSD DAVENPORT, IA

TABLE 2-1. CODE VALUES FOR MIEI (Continued)

(1) PORT CODES (Continued)

CODE	EXPLANATION
05M	COMMANDER, FIFTH CG DISTRICT (M)
BALMS	MSO BALTIMORE, MD
HMRMS	MSO HAMPTON ROADS, VA
HMRVD	VESDOC HAMPTON ROADS, VA
WNCMS	MSO WILMINGTON, NC
MHCD	MSD MOREHEAD CITY, NC
PHIMI	MIO PHILADELPHIA, PA
PHIVD	VESDOC PHILADELPHIA, PA
PHICP	COTP PHILADELPHIA, PA
07M	COMMANDER, SEVENTH CG DISTRICT (M)
070PC	COMMANDER, SEVENTH CG DISTRICT (OPCEN)
CHAMS	MSO CHARLESTON, SC
JACMS	MSO JACKSONVILLE, FL
MIAMS	MSO MIAMI, FL
MIAVD	VESDOC MIAMI, FL
KEYD	MSD KEY WEST, FL
SJPMS	MSO SAN JUAN, PR
PTPD	MSD PORT PONCE, PR
STTD	MSD ST. THOMAS, USVI
SAVMS	MSO SAVANNAH, GA
TAMMS	MSO TAMPA, FL
08M	COMMANDER, EIGHTH CG DISTRICT (M)
08MMT	COMMANDER, EIGHTH CG DISTRICT (MMT)
CORMS	MSO CORPUS CHRISTI, TX
BRND	MSO BROWNSVILLE, TX
GALMS	MSO GALVESTON, TX
MOBMS	MSO MOBILE, AL
PATMS	MSO PORT ARTHUR, TX
LKCD	MSD LAKE CHARLES, LA
HOUMI	MIO HOUSTON, TX
HOUVD	VESDOC HOUSTON, TX
NEWMI	MIO NEW ORLEANS, LA
NEWVD	VESDOC NEW ORLEANS, LA
BATD	MIDET BATON ROUGE, LA
HMAD	MIDET HOUMA, LA
MORD	MIDET MORGAN CITY, LA
AVND	AVONDALE SHIPYARD
HOUCP	COTP HOUSTON, TX
NEWCP	COTP NEW ORLEANS, LA
BERD	PSD BERWICK BAY, LA

TABLE 2-1. CODE VALUES FOR MIEI (Continued)

(1) PORT CODES (Continued)

CODE	EXPLANATION
09M	COMMANDER, NINTH CG DISTRICT (M)
CLEVD	VESDOC CLEVELAND, OH
BUFMS	MSO BUFFALO, NY
ALXD	MSD ALEXANDRIA BAY, NY
CHIMS	MSO CHICAGO, IL
CLEMS	MSO CLEVELAND, OH
DETMS	MSO DETROIT, MI
DULMS	MSO DULUTH, MN
MILMS	MSO MILWAUKEE, WI
TOLMS	MSO TOLEDO, OH
SIMMI	MIO ST. IGNACE, MI
STBMI	MIO STURGEON BAY, WI
MUSCP	COTP MUSKEGON, MI
SSMCP	COTP SAULT STE MARIE, MI
11M	COMMANDER, ELEVENTH CG DISTRICT (M)
LOSMS	MSO LONG BEACH, CA
LOSVD	VESDOC LONG BEACH, CA
SBCD	MSD SANTA BARBARA, CA
SDCMS	MSO SAN DIEGO, CA
SFCMS	MSO SAN FRANCISCO, CA
SFCVD	VESDOC SAN FRANCISCO, CA
COND	MSD CONCORD, CA
13M	COMMANDER, THIRTEENTH CG DISTRICT (M)
PORMS	MSO PORTLAND, OR
PORVD	VESDOC PORTLAND, OR
ASTD	MSD ASTORIA, OR
COOD	MSD COOS BAY, OR
SEAMS	MSO SEATTLE, WA
SEAVD	VESDOC SEATTLE, WA
ANAD	MSD ANACORTES, WA
14M	COMMANDER, FOURTEENTH CG DISTRICT (M)
HONMS	MSO HONOLULU, HI
HONVD	VESDOC HONOLULU, HI
GUAD	MSD GUAM
17M	COMMANDER, SEVENTEENTH CG DISTRICT (M)
ANCMS	MSO ANCHORAGE, AK
KEND	MSD KENAI, AK
KODD	MSD KODIAK, AK
JUNMS	MSO JUNEAU, AK
JUNVD	VESDOC JUNEAU, AK
KETD	MSD KETCHIKAN, AK
SITD	MSD SITKA, AK
VALMS	MSO VALDEZ, AK

TABLE 2-1. CODE VALUES FOR MIEI (Continued)

The following section of port codes can be used as a Historical Reference. These port codes were implemented at one time, so they can appear in the PORT slot. However, they are not to be used for **E(ntry)** purposes.

CODE	EXPLANATION
03M	COMMANDER, THIRD CG DISTRICT (M)
03MMT	COMMANDER, THIRD CG DISTRICT (MMT)
12M	COMMANDER, TWELFTH CG DISTRICT (M)
CINMS	MSO CINCINNATI, OH
LOSMI	MIO LONG BEACH, CA
SEAMI	MIO SEATTLE, WA
STBMS	MSO STURGEON BAY, WI

TABLE 2-2. MARINE INSPECTION ENTRY SELECT CRITERIA

SEL KEY	PRODUCT NAME	VIN	FIN	CASE	QNUM	QCLASS	PORT	FROM/TO DATES
1&11	MISF	R(1)	R(1)	R(2)				
2&12	MIAR			R				
3&13	MIDR			R				
4&14	MIDF			R				
5&15	MICA			R				
6&16	MISN			R				
31	MISS	R	R					
22&32	MISD	R		R(3)				
33	MICP	R	R					
34	MIPIP	R						
41&51	MIFI							
61&71	MISI						R	O
62&72	MISP						R	O
73	MIPL						R	O
73	MIFR						R	O
75	PFPL						R	O
76	MIOI						R	O
81&91	MICD					R		
82&92	MIAE				R			
93	MICOA				R			
94	MIEC							
95	MIEL					R		

(1) In products where VIN and FIN are marked "R", VINs are required to access vessels and FINs are required to access facilities.

(2) For initial entry into MISF, **"NEW"** must be used in the Case slot.

(3) CASE is required in update mode; VIN is required in **R(etrieval)** mode.

CHAPTER 3. INSPECTION REPORT ACTIVITY

A. General. All inspection report activity--from scheduling an inspection to reporting on it in various reports and notes-- is included in this chapter. The Marine Inspection Scheduler Function (MISF) is used to schedule inspections and assign a MI case number. The inspection reporting function is handled by three products: Marine Inspection Activity Report (MIAR), Marine Inspection Deficiency Report (MIDR), and Marine Inspection Deficiency Follow-up (MIDF). Inspection notes are entered using MISN--Marine Inspection Special Notes and MICN--Marine Inspection Class Note.

B. Marine Inspection Scheduler Function -- MISF.

1. **MISF** Purpose and Description.

   a. Used to schedule inspections for vessels, platforms and factories.

   b. Displays either vessel or facility identifying information, depending on whether a vessel or facility inspection is being scheduled. For factories, identification slots are open for the entry of Name only.

   c. Allows for the scheduling of progressive inspections for vessels.

   d. Displays the summary paragraph from the Marine Inspection Critical Profile, MICP. (This does not apply to factories.)

   e. Displays the current periodic inspection status from MISS. (This does not apply to factories.)

   f. Maps Inspection Type(s), Date, Port, Reference Case Number, the Progressive Indicator, and Location to MIAR when MIAR is accessed in E(ntry) mode.

   g. Makes an entry in the Current Status columns of MISS by inspection type. (This does not apply to factories.)

   h. Posts entries on the port's list of scheduled inspections, MISI, ordered by date, oldest cases first.

   i. Figure 3-1 shows the data definitions for MISF. See Table 3-1 for the code values and Enclosure (1) for the abbreviation meanings.

   j. The uses of MISF are illustrated in the following example sequences entitled: Scheduling a Vessel Inspection and Scheduling a Facility Inspection.

2. Accessing **MISF.**

   a. Menu. MISF is normally accessed through MIEI.

   b. Free-Form. MISF can be accessed through free-form with:

      -MISF,E,VIN=<vessel identification number>,CASE=NEW

      or

-MISF,E,FIN=<facility identification number>,CASE=NEW**

where:

E = entry mode
VIN = vessel identification number
FIN = facility identification number

** The facility form of free-form is used for factories with: **FIN=FACTORY**

EXAMPLE:

-MISF,E,VIN=CG000174,CASE=NEW

-MISF,E,FIN=FACTORY,CASE=NEW

or

-MISF,U or R,CASE=<inspection case number>

where:

U = update mode
R = retrieval mode
CASE = inspection case number

EXAMPLE:

-MISF,U,CASE=M186000671

c. Selection From Other Products. MISF is not accessed from other products.

d. Product Use Authority Levels.

Retrieval – 1 Entry/Update - 2
Cancel an Inspection - 3

NOTE: For both Entry/Update and Cancel an Inspection, the logged in port code must be the same as the port that initiated the case.

3. **MISF** Data Entry Requirements and Explanation.

a. General Processing. In **E(ntry)** mode, the user accesses MISF through MIEI by entering either VIN or a FIN and Case Number=**NEW.** (NEW directs MSIS to create a new case number.) MSIS responds with the MISF form, containing the subject identifying information, a summary paragraph from MICP, the periodic inspection status, and a paragraph for scheduling the inspection.

The ACTION slot in the Periodic Inspection Status section lists the open case number for each type of inspection. A plain case number indicates that the inspection has been filed., a * before the case number indicates that an MIAR is "In Process" while a - indicator means that the MIAR is "Complete". When the case has been validated, the three data slots under CURRENT STATUS will be blank and the inspection date and port code for the port that completed the inspection will appear in the Periodic Inspection Status section.

The user enters the inspection type(s), the contact point, date, location of the inspection, the date the Coast Guard was notified that the vessel or facility will be ready for inspection, general comments, a reference case number if appropriate, a port to be notified of the inspection and whether it is a progressive inspection (for vessels) or a Self-Certification Exam (for platforms). The inspection port is filled with the login port's code and is unlocked. The port may be changed.

If the user attempts to schedule an inspection for a vessel or facility that is already scheduled, the potential conflict may be handled by either MIEI or MISF. First, MIEI reminds the user of all currently scheduled inspections and asks the user for his/her next desired action. The user can either decide not to schedule an inspection or can go on to MISF to schedule the inspection. If the user attempts to schedule a periodic inspection which is already scheduled, MISF will refuse to do so. However, a different inspection type will be accepted if it is part of an allowable inspection type combination. (See Table 3-2 for a list of allowable inspection type combinations.) The exceptions to this are the types "ADM" (Administration) and "OTHER". If the Inspection Type is "ADM" no additional inspection types are allowed. More than one "OTHER" inspection may be scheduled for the same vessel or facility, as long as these inspections are scheduled under different Case Numbers.

Please note: If the user's logged in port is not equal to the Port of Certification (POC) and the inspection type is a "major" inspection, MISF generates a morning report to the POC. If the POC unit code is equal to INACT, NULL or NONUS, a morning report is not generated.

In **U(pdate)** mode, MISF may be used to correct or change an existing inspection schedule or to cancel a scheduled inspection if no MIAR has been filed. If the user cancels a major inspection type that was originally overdue, that inspection is re-entered on the Marine Inspection List of Overdue Inspections, MIOI. A user must have an authority access level of 3 or greater to cancel an inspection.

MISF may be accessed in **R(etrieval)** mode by specifying the inspection case number. In this mode, it is used to view the scheduled inspections for the specified case.

b. Special Processing. MISF may be used to schedule progressive inspections. This type of inspection is limited to the following inspection types: Initial Certificate, Certificate of Inspection, Reinspection, Hull exams, and Certificate of Compliance. The inspection types must be indicated on MISF with an **"X"** entered in the PROGRESSIVE(X) data slot. The inspection types are mapped from MISF to MIAR and locked. If an inspection is entered as not being progressive but actually is progressive, enter an **"X"** in the inspection's CLOSE TO FILE slot on MIAR, then create a new inspection on MISF which represents the old inspection and enter an **"X"** in the PROGRESSIVE (X) data slot on MISF. If the inspection is opened as progressive but is not, close it normally.

When a progressive has been passed, the receiving unit can update the DATE, LOCATION, CONTACT and COMMENTS slots on MISF. A morning report entry is generated to the receiving unit as a form of notification that a progressive has been passed to that unit.

MISF is also used by detachments (MSD, MIDET, and PSD) to schedule inspections. Such use causes entries to be made on all of the detachment's logs, just as these entries would be made for any unit. See MIAR for more information on detachment inspections.

SCREEN 1

```
COMMAND /_____________________________ RESPONSE/PLS ENTER YOUR RESPONSE
 MISF                  MARINE INSPECTION SCHEDULER FUNCTION                27AUG86

 NAME/ HOLLYWOOD CHEM JIM                  VIN/ CG000135  CALL/ JRW45     FLAG/ US
 OPERATOR/ ACTON CHEMICAL                              SERVICE/ TANK BARGE  "OI"

                      --- SPECIAL EXAMINATION STATUS ---
     TYPE        CASE     PORT   DATE                  STATUS                 OUT?
 MARPOLII      MI87000028 BCL   16APR87 P&A CONDITIONALLY APPROVED             N

 NARR
 NARR
 NARR
                1.  SUMMARY OF INSPECTION CRITICAL ITEMS ---
 VPI NOTICES...../  1        SPEC DSN FEATURES../  3        INSPECTION NOTES/  3
 OUT REQUIREMENTS/  1        CERT AMEND IN FORCE/  0

                2.  PERIODIC INSPECTION STATUS ---
  INSPECTION        ---LAST---        --NEXT--      --------CURRENT STATUS--------
     TYPE          PORT    DATE         DATE         ACTION       PORT      DATE
 INITIAL CERT      CORMS  12JUN85
 CERTIFICATION     CORMS  01AUG86      01JUN88
 REINSPECTION                         12JUN87      VI85000045    CORMS     14AUG85
 HULL EXAM         HOUMI  01AUG86      12JUN87
 SPECIAL                                           -VI86000010   NEWMI     01APR86
 OTHER                                             *MI86000022   CORMS     15AUG86
 OTHER                                             MI86000025    NEWMI     15AUG86

 INSPECTION TYPE(S):  (1)@#          (1)@#          (1)@#
 DATE/  CD*   PORT/  (2)  PROGRESSIVE(X)/ X REF CASE/  CASE      NOTIFY/  (3)
 CONTACT/  LIT                    LOCATION/  LIT               NOTIFY DT/ CD
 COMMENT/  NARR
```

* Field must be filled in on initial entry.
@ Only allowable inspection types and combinations may be entered.
# At least one Inspection Type must be filled in on initial entry.

FIGURE 3-1 DATA DEFINITIONS FOR MISF

SCREEN 2

```
COMMAND /_____________________________ RESPONSE/PLS ENTER YOUR RESPONSE
MISF                MARINE INSPECTION SCHEDULER FUNCTION              27AUG86

NAME/ DUBLIN EXPRESS                      FIN/ P5345JRW  LOCAL ID/ BCL5345
LEASE HOLDER/ HILL, DAVE B.

                1.  SUMMARY OF INSPECTION CRITICAL ITEMS ---
VPI NOTICES...../  0        SPEC DSN FEATURES../  0        INSPECTION NOTES/  0
OUT REQUIREMENTS/  0        CERT AMEND IN FORCE/  0

                2.  PERIODIC INSPECTION STATUS ---
 INSPECTION        ---LAST---        --NEXT--      --------CURRENT STATUS--------
    TYPE          PORT    DATE        DATE          ACTION      PORT      DATE
ANNUAL            CORMS  03SEP85
SPOT CHECK

INSPECTION TYPE(S):  (1)@#      (1)@#      (1)@#
DATE/ CD*   PORT/ (2)*  SELF-CERTIFICAT X REF CASE/ CASE     NOTIFY/ (3)
CONTACT/ LIT                        LOCATION/ LIT        NOTIFY DT/ CD
COMMENT/ NARR
_____________________________________________________________________
_____________________________________________________________________
```

*** Field must be filled in on initial entry.**

@ Only allowable Inspection Types and combinations may be entered.

 # At least one Inspection Type must be filled in on initial entry.

FIGURE 3-1 DATA DEFINITIONS FOR MISF (Continued)

TABLE 3-1. CODE VALUES FOR MISF

(1) INSPECTION TYPE

CODE	EXPLANATION
ADM	ADMIN
ANN	ANNUAL
COC	COC
COI	CERTIFICATION
FPR	FIRE PROTECTION
HUL	HULL EXAM
INI	INITAL CERT
INV	INVESTIGATIVE
LJA	LIFE JACKET
LOT	L/S SVC OTH
LRA	LIFERAFT SVC
MAC	MACHINERY
OTH	OTHER
RIN	REINSPECTION
SPO	SPOT CHECK
WEL	WELDER QUAL

NOTE: The user is limited to three (3) inspection types in the following categories:

VESSELS	PLATFORMS	FACTORIES
INIT/CERT	ANNUAL	LIFERAFT SVC
CERT	SPOT CHECK	LIFE JACKET
REINSPECTION	INVESTIGATIVE	L/S SVG OTH
HULL		WELDER QUAL
COC		FIRE PROTECTION
OTHER		MACHINERY
ADMIN		

TABLE 3-1. CODE VALUES FOR MISF (Continued)

(2) PORT CODES

CODE	EXPLANATION
GMP	CG HEADQUARTERS (G-MP-4)
GMMI	(G-MMI)
GMTH	(G-MTH)
GMVI	(G-MVI)
GMVD	(G-MVD)
GWP	(G-WP)
GWER	(G-WER)
GWPE	(G-WPE)
NRC	(G-TGC)
GTDS	(G-TDS)
GMSC	MARINE SAFETY CENTER
MSS	MARINE SAFETY SCHOOL
01M	COMMANDER, FIRST CG DISTRICT (M)
BOSMS	MSO BOSTON, MA
BOSVD	VESDOC, BOSTON, MA
POMMS	MSO PORTLAND, ME
BAND	MSO BANGOR, ME
PROMS	MSO PROVIDENCE, RI
CODD	MSO CAPE COD, MA
NYCMI	MIO NEW YORK, NY
NYCVD	VESDOC NEW YORK, NY
NLOD	MIDET NEW LONDON, CT
LISCP	COTP LONG ISLAND SOUND, CT
LISD	PSD NEW LONDON, CT
NYCCP	COTP NEW YORK, NY
02M	COMMANDER, SECOND CG DISTRICT (M)
HUNMS	MSO HUNTINGTON, WV
MARD	MSD MARIETTA, OH
LOUMS	MSO LOUISVILLE, KY
EVND	MSD EVANSVILLE, TN
CIND	MSD CINCINNATI, OH
MEMMS	MSO MEMPHIS, TN
GRND	MSD GREENVILLE, MS
NASMS	MSO NASHVILLE, TN
DECD	MSD DECATUR, AL
PADMS	MSO PADUCAH, KY
PITMS	MSO PITTSBURGH, PA
SLMMS	MSO ST. LOUIS, MO
SLMVD	VESDOC ST. LOUIS, MO
PEOD	MSD PEORIA, IL
STPD	MSD MINN./ST. PAUL
DAVD	MSD DAVENPORT, IA

TABLE 3-1. CODE VALUES FOR MISF (Continued)

(2) PORT CODES (Continued)

CODE	EXPLANATION
05M	COMMANDER, FIFTH CG DISTRICT (M)
BALMS	MSO BALTIMORE, MD
HMRMS	MSO HAMPTON ROADS, VA
HMRVD	VESDOC HAMPTON ROADS, VA
WNCMS	MSO WILMINGTON, NC
MHCD	MSD MOREHEAD CITY, NC
PHIMI	MIO PHILADELPHIA, PA
PHIVD	VESDOC PHILADELPHIA, PA
PHICP	COTP PHILADELPHIA, PA
07M	COMMANDER, SEVENTH CG DISTRICT (M)
070PC	COMMANDER, SEVENTH CG DISTRICT (OPCEN)
CHAMS	MSO CHARLESTON, SC
JACMS	MSO JACKSONVILLE, FL
MIAMS	MSO MIAMI, FL
MIAVD	VESDOC MIAMI, FL
KEYD	MSD KEY WEST, FL
SJPMS	MSO SAN JUAN, PR
PTPD	MSD PORT PONCE, PR
STTD	MSD ST. THOMAS, USVI
SAVMS	MSO SAVANNAH, GA
TAMMS	MSO TAMPA, FL
08M	COMMANDER, EIGHTH CG DISTRICT (M)
08MMT	COMMANDER, EIGHTH CG DISTRICT (MMT)
CORMS	MSO CORPUS CHRISTI, TX
BRND	MSO BROWNSVILLE, TX
GALMS	MSO GALVESTON, TX
MOBMS	MSO MOBILE, AL
PATMS	MSO PORT ARTHUR, TX
LKCD	MSD LAKE CHARLES, LA
HOUMI	MIO HOUSTON, TX
HOUVD	VESDOC HOUSTON, TX
NEWMI	MIO NEW ORLEANS, LA
NEWVD	VESDOC NEW ORLEANS, LA
BATD	MIDET BATON ROUGE, LA
HMAD	MIDET HOUMA, LA
MORD	MIDET MORGAN CITY, LA
AVND	AVONDALE SHIPYARD
HOUCP	COTP HOUSTON, TX
NEWCP	COTP NEW ORLEANS, LA
BERD	PSD BERWICK BAY, LA

TABLE 2-1. CODE VALUES FOR MISF (Continued)

(2) PORT CODES (Continued)

CODE	EXPLANATION
09M	COMMANDER, NINTH CG DISTRICT (M)
CLEVD	VESDOC CLEVELAND, OH
BUFMS	MSO BUFFALO, NY
ALXD	MSD ALEXANDRIA BAY, NY
CHIMS	MSO CHICAGO, IL
CLEMS	MSO CLEVELAND, OH
DETMS	MSO DETROIT, MI
DULMS	MSO DULUTH, MN
MILMS	MSO MILWAUKEE, WI
TOLMS	MSO TOLEDO, OH
SIMMI	MIO ST. IGNACE, MI
STBMI	MIO STURGEON BAY, WI
MUSCP	COTP MUSKEGON, MI
SSMCP	COTP SAULT STE MARIE, MI
11M	COMMANDER, ELEVENTH CG DISTRICT (M)
LOSMS	MSO LONG BEACH, CA
LOSVD	VESDOC LONG BEACH, CA
SBCD	MSD SANTA BARBARA, CA
SDCMS	MSO SAN DIEGO, CA
SFCMS	MSO SAN FRANCISCO, CA
SFCVD	VESDOC SAN FRANCISCO, CA
COND	MSD CONCORD, CA
13M	COMMANDER, THIRTEENTH CG DISTRICT (M)
PORMS	MSO PORTLAND, OR
PORVD	VESDOC PORTLAND, OR
ASTD	MSD ASTORIA, OR
COOD	MSD COOS BAY, OR
SEAMS	MSO SEATTLE, WA
SEAVD	VESDOC SEATTLE, WA
ANAD	MSD ANACORTES, WA
14M	COMMANDER, FOURTEENTH CG DISTRICT (M)
HONMS	MSO HONOLULU, HI
HONVD	VESDOC HONOLULU, HI
GUAD	MSD GUAM
17M	COMMANDER, SEVENTEENTH CG DISTRICT (M)
ANCMS	MSO ANCHORAGE, AK
KEND	MSD KENAI, AK
KODD	MSD KODIAK, AK
JUNMS	MSO JUNEAU, AK
JUNVD	VESDOC JUNEAU, AK
KETD	MSD KETCHIKAN, AK
SITD	MSD SITKA, AK
VALMS	MSO VALDEZ, AK

TABLE 3-1. CODE VALUES FOR MISF (Continued)

The following section of port codes can be used as a Historical Reference. These port codes were implemented at one time, so they can appear in the PORT slot. However, they are not to be used for **E(ntry)** purposes.

CODE	EXPLANATION
03M	COMMANDER, THIRD CG DISTRICT (M)
03MMT	COMMANDER, THIRD CG DISTRICT (MMT)
12M	COMMANDER, TWELFTH CG DISTRICT (M)
CINMS	MSO CINCINNATI, OH
LOSMI	MIO LONG BEACH, CA
SEAMI	MIO SEATTLE, WA
STBMS	MSO STURGEON BAY, WI

TABLE 3-2. ALLOWABLE INSPECTION TYPE COMBINATIONS FOR VESSELS

1.	INIT/CERT	and/or	HULL	and/or	OTHER
2.	CERT	and/or	HULL	and/or	OTHER
3.	REINSPECTION	and/or	HULL	and/or	OTHER
4.	COC	and/or	OTHER		
5.	ADMIN	no others allowed			
6.	Any combination of remaining types as long as they are unique.				

MISF/Entry/Scheduling a Vessel Inspection

STEP 1

- Enter a valid **VIN** and **NEW** in the CASE slot on MIEI
- COMMAND: **SEL,1**
- SEND

```
COMMAND /SEL,1                                RESPONSE/PLS ENTER YOUR RESPONSE
MIEI                    MARINE INSPECTION ENTRY INDEX                    27AUG86

CASE/ NEW          VIN../ CG000174        NAME../ ____________________________
                   FIN../ ________        NAME../ ____________________________
                   QNUM / ___.___/_____   QCLASS/ ___.___
LOG CRITERIA:      FROM(SINCE)/ _______   TO..../ _______      PORT/ _____

                                  -- MODE --                                -- MODE --
  --- REPORT ACTIVITY ---        ENTRY RTRV       --- LOGS ---             ENTRY RTRV
SCHEDULER..............(MISF)    1   11     SCHEDULED INSPECT....(MISI)   61   71
ACTIVITY REPORT........(MIAR)    2   12     STATUS AT PORT.......(MISP)   62   72
DEFICIENCY REPORT......(MIDR)    3   13     PORT LOG.............(MIPL)    *   73
DEFICIENCY FOLLOW-UP...(MIDF)    4   14     COI FLEET............(MIFR)    *   74
COI AMENDMENT..........(MICA)    5   15     PLATFORM LIST........(PFPL)    *   75
SPECIAL NOTE...........(MISN)    6   16     OVERDUE INSPECT......(MIOI)    *   76

  --- INSPECTION STATUS ---                    --- SUBCHAPTER Q ---
SUMMARY................(MISS)    *   31     CLASS DESCRIPTION....(MICD)   81   91
DETAILS................(MISD)   22   32     APPROVED EQUIPMENT...(MIAE)   82   92
CRITICAL PROFILE.......(MICP)    *   33     CERT OF APPROVAL.....(MICOA)   *   93
PRE-INSPECTION PACKAGE.(MIPIP)   *   34     EQUIPMENT CLASS......(MIEC)    *   94
                                            EQUIPMENT LIST.......(MIEL)    *   95
   --- ADMINISTRATION ---
FIELD INFORMATION......(MIFI)   41   51
```

STEP 2

- MSIS responds with MISF form
- Note top part. This is already filled in to make the user aware of selected inspection status items. (The user may exercise the **SELECT** option at this time.)

```
COMMAND /_____________________________ RESPONSE/PLS ENTER YOUR RESPONSE
MISF                  MARINE INSPECTION SCHEDULER FUNCTION                27AUG86

NAME/ ZAPATA YORKTOWN                    VIN/ CG000174  CALL/ ZAPATAY  FLAG/ US
OPERATOR/ LATVIAN TRADING COMPANY                  SERVICE/ FREIGHT SHIP

                1.  SUMMARY OF INSPECTION CRITICAL ITEMS ---
VPI NOTICES...../  0        SPEC DSN FEATURES../  0        INSPECTION NOTES/  1
OUT REQUIREMENTS/  4        CERT AMEND IN FORCE/  0

                2.  PERIODIC INSPECTION STATUS ---
 INSPECTION        ---LAST---        --NEXT--      --------CURRENT STATUS--------
    TYPE          PORT    DATE         DATE          ACTION       PORT       DATE
INITIAL CERT      BCL    27AUG86
CERTIFICATION                         27AUG88
REINSPECTION                          27AUG87
HULL EXAM         BCL    27AUG86      30AUG87
OTHER                                             *MI86000036   BCL       30AUG86

INSPECTION TYPE(S): _____________ _____________ _____________
DATE/ _______   PORT/ BCL__ PROGRESSIVE(X)/ _ REF CASE/ _________ NOTIFY/ _____
CONTACT/ ____________________ LOCATION/ _____________ NOTIFY DT/ _____
COMMENT/ ____________________________________________________________________
```

STEP 3

- Enter appropriate data in the bottom portion

```
COMMAND / _____ RESPONSE/PLS ENTER YOUR RESPONSE
MISF              MARINE INSPECTION SCHEDULER FUNCTION              27AUG86

NAME/ ZAPATA YORKTOWN                    VIN/ CG000174  CALL/ ZAPATAY  FLAG/ US
OPERATOR/ LATVIAN TRADING COMPANY                  SERVICE/ FREIGHT SHIP

                1.  SUMMARY OF INSPECTION CRITICAL ITEMS ---
VPI NOTICES...../  0        SPEC DSN FEATURES../  0        INSPECTION NOTES/  1
OUT REQUIREMENTS/  4        CERT AMEND IN FORCE/  0

                2.  PERIODIC INSPECTION STATUS ---
 INSPECTION       ---LAST---       --NEXT--     --------CURRENT STATUS--------
    TYPE          PORT    DATE       DATE        ACTION      PORT      DATE
INITIAL CERT      BCL    27AUG86
CERTIFICATION                       27AUG88
REINSPECTION                        27AUG87
HULL EXAM         BCL    27AUG86     30AUG87
OTHER                                          *MI86000036   BCL      30AUG86

INSPECTION TYPE(S):  REINSPECTION _____
DATE/ 29AUG86  PORT/ BCL__ PROGRESSIVE(X)/ _ REF CASE/ MI86000031 NOTIFY/ CORMS
CONTACT/ FRANK ROGERS _____ LOCATION/ PIER 39 _____ NOTIFY DT/ 27AUG86
COMMENT/ CALL 30 MINUTES BEFORE ARRIVAL 513 898-7721
_____
_____
```

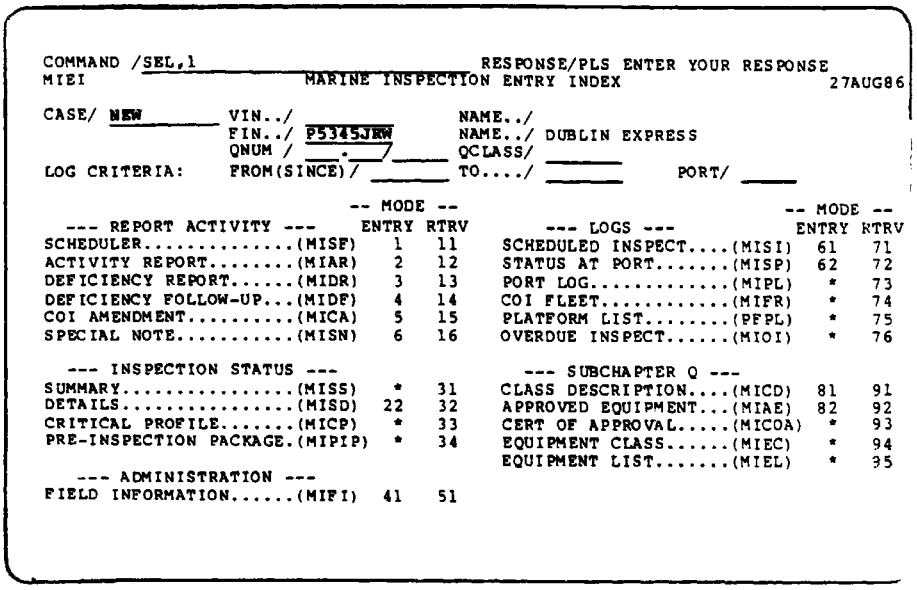
STEP 4

- MSIS responds with the case number

```
COMMAND /_____ RESPONSE/MIEI  NEXT ON QUEUE
MISF              MARINE INSPECTION SCHEDULER FUNCTION              27AUG86

THIS INSPECTION CASE NUMBER/ MI86000038
```

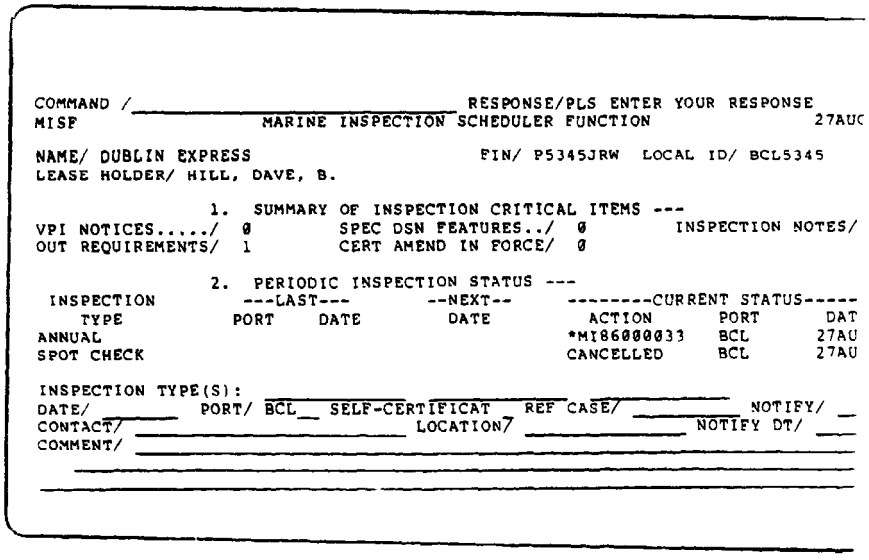
STEP 1

- Enter a valid **FIN** and **NEW** in the Case Number slot on MIEI
- COMMAND: **SEL,1**
- SEND



STEP 2

- MSIS responds with the MISF form, containing inspection status information



STEP 3

- Schedule the inspection
- SEND

```
 COMMAND /_____ RESPONSE/PLS ENTER YOUR RESPONSE
MISF              MARINE INSPECTION SCHEDULER FUNCTION              27AUG86

NAME/ DUBLIN EXPRESS                    FIN/ P5345JRW  LOCAL ID/ BCL5345
LEASE HOLDER/ HILL, DAVE, B.

                1.  SUMMARY OF INSPECTION CRITICAL ITEMS ---
VPI NOTICES...../  0        SPEC DSN FEATURES../  0        INSPECTION NOTES/  1
OUT REQUIREMENTS/  1        CERT AMEND IN FORCE/  0

                2.  PERIODIC INSPECTION STATUS ---
 INSPECTION        ---LAST---      --NEXT--     --------CURRENT STATUS--------
    TYPE          PORT    DATE       DATE        ACTION      PORT      DATE
ANNUAL                                          *MI86000033   BCL      27AUG86
SPOT CHECK                                      CANCELLED     BCL      27AUG86

INSPECTION TYPE(S):  SPOT CHECK
DATE/ 29AUG86  PORT/ BCL__  SELF-CERTIFICAT _  REF CASE/ _____  NOTIFY/ ____
CONTACT/ SEAN MCALLISTER          LOCATION/ BIEHL ISLAND    NOTIFY DT/ 27AUG86
COMMENT/ CALL 30 MINUTES BEFORE ARRIVAL 505 229 8735
```

STEP 4

- MSIS responds with confirmation

```
COMMAND /_____ RESPONSE/MIEI  NEXT ON QUEUE
MISF              MARINE INSPECTION SCHEDULER FUNCTION              27AUG86

THIS INSPECTION CASE NUMBER/ MI86000040
```

C. Marine Inspection Activity Report -- **MIAR.**

1. **MIAR** Purpose and Description.

   a. Permits the recording of general information pertaining to the inspection of a particular vessel, facility or factory.

   b. Provides an entry point for inspection counts on PFAS and PFMI and displays portions of the data on MICIF.

   c. Serves as a menu for MIDR, MISN, MICA, and MISD.

   d. Used to record resources (staff hours) used to perform inspection-related activities.

   e. Updates the following products: MISP, MISS, MIOI, MIPL, MISI, MISF, MIFR, VFLD, VFID, VFOC, VFMI, FFOC, FFMI, PFMI, PFAS, PFMR, and inspection-related letters.

   f. Must be filed to process the following products: MIDR, MISN, MICA, and MISD.

   g. Figure 3-2 shows the data definitions for MIAR. See Table 3-3 for the code values and Enclosure (1) for the abbreviation meanings.

   h. The uses of MIAR are illustrated in the following example sequences entitled: Entering an Inspection Report, Correcting/Adding to a Previous Report, Validating an Inspection Report, and Sending of a Progressive Inspection.

2. Accessing **MIAR.**

   a. Menu. MIAR may be accessed through MIEI.

   b. Free-Form. MIAR can be accessed through free-form with:

      -MIAR,<E, U, or R>,CASE=<inspection case number>

      where:

      E = entry mode
      U = update mode
      R = retrieval mode
      CASE = inspection case number

      EXAMPLE:

      -MIAR,U,CASE=MI860751

c. Selection From Other Products. MIAR can be accessed from MIPL, MISP, VFMI and VFOC. In **U(pdate)** mode, it can be accessed from MISI.

d. Product Use Authority Levels.

Retrieval – 1	Update - 2 and logged in port code is equal to the port initiating the case.
Validate/Pass a Case or Close To File - 3	

3. **MIAR** Data Entry Requirements and Explanation.

a. General Processing. In **E(ntry)** mode, MIAR may be accessed through MIEI, using the MI Case Number. MIAR responds with a form containing space for the inspection report, an Actions Reported section which presents a summary of actions taken or to be taken in other MI products, and a section for reporting the number of staff hours used to perform the inspection, by inspection type. (See Table 3-3A for an explanation of how time may be spent.) The user enters all available information, whether complete or partial, and enters an "X" in the correct inspection status slot -- INPROC (in process) or COMP (complete). Neither VALID (validate) nor CLOSE TO FILE are permitted when filing MIAR for the first time. Also there must be at least one inspection type listed on MIAR. Except for progressive inspections, Inspection Type is mapped from MISF but is unlocked and may be changed. (See Table 3-4 for a list of valid inspection types permitted for various types of vessels and facilities.) For vessels, if more than one inspection type is listed, only an allowable combination of inspection types may be entered. See Table 3-5 for a list of allowable inspection type combinations for vessels.

The "OUT?/" slot represents the outstanding requirements and is system controlled. If the slot contains an **"N",** the deficiency has been repaired. If "Y", the vessel can proceed to the next port before being repaired. If the slot is blank, there are no deficiencies.

On administrative cases, MIAR checks that the Certificate Action is not "Issue" or "Reissue" and allows the user to file any supplements except a new deficiency. Also, the user may change a reinspection and/or drydock date but is not allowed to change the dates for Certification of Inspection or Certification of Compliance.

The Inspector's initials appear on MIAR only while the report case remains open. They are removed from MIAR at the time of validation.

In **U(pdate)** mode, the user may add to, delete from, or correct an existing MIAR that has not been validated. **U(pdate)** mode may also be use to validate a report, that is, to certify that the MIAR and all related supplements are complete and finalized. The following requirements must be met before MIAR can be validated:

1. All supplements reported must be filed.

2. If the inspection type is Initial Certification, Certification or Certificate of Compliance (or its equivalents), an MISD is required.

3. Staff hours must be listed on the MIAR.

4. The data slots for passing the case are blank.

Validation is accomplished by entering an **"X"** in the Valid slot during update. The act of validation makes it impossible for the user to further modify the MIAR or its supplements. (Validation is essentially the same as the OCMI's signature or a signature by direction of the OCMI.)

The Certificate of Inspection document in VFLD is updated by MIAR at validation if appropriate. MIAR is the only product that can update the COI in VFLD. See Table 3-6 for the impact that filing and validating an MIAR has on other MSIS products.

MIAR may be entered in **R(etrieval)** mode to view an activity report for a specific report.

MIAR may be used as a menu to access the following products: MIDR, MISN, MICA and MISD. These products may be selected only prior to report validation in **E(ntry)** and **U(pdate)** modes, but are always available in **R(etrieval)** mode. (The mode in which these products is selected is the same as the mode in which MIAR was accessed.)

b. Special Processing. There are five areas of special processing for MIAR: Closing a Case To File, Deactivation of a Vessel, Permit To Proceed, Inspections at Detachments and Progressive Inspections. Each of these is discussed below.

(1) Closing a Case To File. A case is closed to file when a required periodic inspection has been started (an MIAR has been filed but not validated or for some other reason), but will not be completed because the vessel is taken out of service. The Certificate Action on the MIAR may not be "Issue", "Reissue" or "Valid". The MIAR is closed by putting an **"X"** in the CLOSE TO FILE status slot. This action saves only the information in the Time Spent section of the MIAR.

(2) Deactivation of a Vessel. To deactivate a vessel, the Inspection Type entered on MISF must be **"ADM"** and at least some hours must be listed in the Time Spent section of the MIAR. The user then enters **"DEACT"** in the CERTIFICATE ACTION slot on MIAR and presses SEND. This moves the vessel from the Port of Certification (POC) to the port code "Inact" and changes the Certificate Status from "Valid" to "Invalid". However, the vessel is not lost or removed from the data base. The deactivation does stop the generation of letters. Any vessel that has been deactivated may be restored by filing an MIAR for Certification.

(3) Permit To Proceed. The Certificate Action on MIAR may be set to Permit To Proceed by entering "PTP" in that slot. This invokes special background action on MSIS. On VFLD the document status for the Certificate of Inspection entry is changed to PTP. If a user attempts to generate a Certificate of Inspection when a Permit To Proceed exists, a warning message is issued before the COI is executed.

A Permit To Proceed is rescinded when another MIAR is filed with any certificate action except **"DAC"** or **"NONE".** The code value **"VALID"** is then mapped into the STATUS data slot on VFLD.

Please Note: A Permit To Proceed is an allowable Certificate Action for a progressive inspection.

(4) Inspections at Detachments. MIAR is designed to allow a detachment to handle its own inspections in the same way as its "parent" unit, until validation becomes necessary (detachment-parent command relationships are established in PFID). All of the same logs are available to the detachment and they function in the same way as those of any other unit. Once the MIAR is passed to the "parent" unit, the case is processed at the detachment as if it was validated. The case is removed from the detachment's open case logs and

placed on its closed case logs. The detachment's Time Spent section becomes accessible to the "parent" unit for changes. A second Time Spent section appears on the MIAR for the "Parent" unit to log its own person hours. These hours must contain some administration hours.

(5) Progressive Inspections. An MIAR may be passed from one unit to another. However, a progressive inspection is limited to the following inspection types:

(a) Initial or Reissue Certificate of Inspection
(b) Reinspection
(c) Hull Exams
(d) Certificate of Compliance.

The inspection types must be indicated on MISF with an **"X"** in the Progressive data slot. The inspection types are mapped from MISF to MIAR and are locked.

Anytime during the update of the progressive inspection report, the controlling port may file supplements for requirements, special notes, and certificate amendments, or may change the inspection status details before passing the case. Only the validating port must complete all required supplements.

The port that validates the progressive inspection will be listed in MSIS as the Port of Certification (POC) for Initial Certification and Certification. If the port is a detachment, the MIAR must be passed to the "parent" unit by putting an **"X"** in the Pass To slot. The port code will be filled with the "parent" unit's code and locked.

The following activities occur when a case is passed from one port to another:

1. An entry is made on the receiving port's list of scheduled inspections (MISI) and a portion of MISF is updatable for that port.

2. An entry is made on the receiving port's log of open cases, MISP.

3. The entry on the sending port's open case log, MISP, will be deleted.

4. An entry is made on the sending port's closed case log, MIPL.

5. The entry on the vessel's open case log, VFOC, is updated with the receiving port.

6. PFAS and PFMI are updated accordingly for both ports.

7. Inspection status summary, MISS, is updated with the receiving port.

8. A Morning Report is sent to the receiving port when the case is passed, to provide notification.

9. A new resource supplement is attached to the MIAR for the receiving port to report its hours expended.

10. Previous resource supplements are saved. They may be viewed by requesting MIAR in retrieval mode.

11. All MIAR supplements are controlled by the receiving port.

12. If the case is passed to an incorrect port, that port must log administrative hours and then may pass the case to the correct port. The same log entries will be made as with a case that was passed to the correct port.

13. Each port having possession of the case is required to enter their time spent on the case.

14. All log entries will show the correct inspection type, with a **"P"**, for progressive, as the first letter.

SCREEN 1

```
COMMAND /_____________________________ RESPONSE/PLS ENTER YOUR RESPONSE
MIAR                  MARINE INSPECTION ACTIVITY REPORT                 27AUG87

NAME/ LINCOLN                              VIN/ CG000156  CALL/ LINC    FLAG/ US

CASE NUMBER / MI86000033  PORT/ CORMS  INSP DATE/ __CD__  REF CASE/ __CASE____
CONDUCTED AT/ __LIT*_____________________ OVERSEAS? (USE COUNTRY CODE)/ (1)
LOCATION..../ __LIT_____ PROGRESSIVE/ X NOTIFY DT/ __CD__  INSPECTOR/ LIT
CERT ACTION / __(2)*____ STATUS: IN PROC/ X#COMP/ X#VALID/ X#CLOSE TO FILE../X#
COMMENTS..../ __NARR_____________________________________________________
              ________________________________________________________________
              ________________________________________________________________
              ________________________________________________________________
              ________________________________________________________________
              ________________________________________________________________

                        --- ACTIONS REPORTED ---
              SEL
               1   NUMBER OF DEFICIENCIES............./ I  OUT?/ Y
               2   NUMBER OF INSPECTION NOTES......./ I
               3   NUMBER OF CERTIFICATE AMENDMENTS / I
               4   INSPECTION STATUS DETAILS UPDATED/ X
               5   SPECIAL EXAMINATION REQUIREMENT../ X

        PORT/ __PORT**

              INSPECTION   -------------TIME SPENT----------
                 TYPE      HULL   MACH   TRAIN  EXTRA  EXTRN
              ___(3)@@___  D@     D@     D@     D@     D@
              ____________ _____  _____  _____  _____  _____
              ____________ _____  _____  _____  _____  _____
              ____________ _____  _____  _____  _____  _____
              ____________ _____  _____  _____  _____  _____
              ____________ _____  _____  _____  _____  _____

                    ADMIN/ __D@__  TRAVEL/ __D@__  TRNTVL/ __D@__

                              PASS CASE/ X***  TO/ __PORT***
```

* Field must be filled in on initial entry.

** Field only displayed for Progressive Inspections.

*** Field only displayed for Detachments or Progressive Inspections.

@ At least one Time Spent slot must be filled in at validation.

@@ At least one Inspection Type slot must be filled in on initial entry. If more than one Inspection Type is entered, each type must be unique.

\# At least one Status slot must be filled in on initial entry and both Valid and Close To File can not be marked.

FIGURE 3-2. DATA DEFINITIONS FOR MIAR

SCREEN 2

```
COMMAND /_____ RESPONSE/PLS ENTER YOUR RESPONSE
MIAR                MARINE INSPECTION ACTIVITY REPORT                27AUG87

NAME/ DUBLIN EXPRESS                    FIN/ P5345JRW   LOCAL ID/ BCL5345

CASE NUMBER / MI86000033  PORT/ CORMS  INSP DATE/  CD   REF CASE/ CASE
CONDUCTED AT/  LIT                          OVERSEAS? (USE COUNTRY CODE)/ (1)
LOCATION..../  LIT          SELF CERT../ X NOTIFY DT/  CD   INSPECTOR/ LIT
CERT ACTION / NONE      STATUS: IN PROC/ X‡COMP/ X‡VALID/ X‡CLOSE TO FILE../X‡
COMMENTS..../  MARR
               ____________________________________________________________
               ____________________________________________________________
               ____________________________________________________________
               ____________________________________________________________
               ____________________________________________________________

                        --- ACTIONS REPORTED ---
                 SEL
                  1   NUMBER OF DEFICIENCIES...../ I  OUT?/ Y
                  2   NUMBER OF INSPECTION NOTES...../ I
                  3   NUMBER OF CERTIFICATE AMENDMENTS / I
                  4   INSPECTION STATUS DETAILS UPDATED/ X
                  5   SPECIAL EXAMINATION REQUIREMENT../ X

                INSPECTION   ----------TIME SPENT----------
                   TYPE      HULL   MACH   TRAIN  EXTRA  EXTRN
                  (3)@@      D@     D@     D@     D@     D@
                ____________ _____  _____  _____  _____  _____
                ____________ _____  _____  _____  _____  _____
                ____________ _____  _____  _____  _____  _____
                ____________ _____  _____  _____  _____  _____
                ____________ _____  _____  _____  _____  _____
                ____________ _____  _____  _____  _____  _____

                      ADMIN/ D@   TRAVEL/ D@   TRNTVL/ D@
```

*** Field must be filled in on initial entry.**

@ At least one Time Spent slot must be filled in at validation.

@@ At least one Inspection Type slot must be filled in on initial entry. If more than one Inspection Type is entered, each type must be unique.

‡ At least one Status slot must be filled in on initial entry and both Valid and Close To File can not be marked.

FIGURE 3-2. DATA DEFINITIONS FOR MIAR

TABLE 3-3. CODE VALUES FOR MIAR

(1) COUNTRY CODES

CODE	EXPLANATION
AL	-ALBANIA
AG	-ALGERIA
AQ	-AMERICAN SAMOA
AO	-ANGOLA
AV	-ANGUILLA
AC	-ANTIGUA
AR	-ARGENTINA
AS	-AUSTRALIA
AU	-AUSTRIA
BF	-BAHAMAS
BA	-BAHRAIN
BG	-BANGLADESH
BB	-BARBADOS
BE	-BELGIUM
BH	-BELIZE
DM	-BENIN, PEOPLES REPUBLIC OF
BD	-BERMUDA
BL	-BOLIVIA
BR	-BRAZIL
BP	-BRITISH SOLOMON ISLANDS
VI	-BRITISH VIRGIN ISLANDS
BX	-BRUNEI
BU	-BULGARIA
BM	-BURMA
BY	-BURUNDI
CM	-CAMEROON
CA	-CANADA
CV	-CAPE VERDE IS.
CJ	-CAYMAN ISLANDS
CL	-CHANNEL ISLANDS
CI	-CHILE
CH	-CHINA, PEOPLES REPUBLIC OF
TW	-CHINA, REPUBLIC OF
CO	-COLOMBIA
CN	-COMORO ISLANDS
CF	-CONGO
CW	-COOK ISLANDS
CS	-COSTA RICA
CU	-CUBA
CY	-CYPRUS
CZ	-CZECHOSLOVAKIA
DA	-DENMARK
FT	-DJIBOUTI
DR	-DOMINICAN REPUBLIC
DO	-DOMINICA
DB	-DUBAI
EC	-ECUADOR
EG	-EGYPT
ES	-EL SALVADOR
EK	-EQUATORIAL GUINEA
ET	-ETHIOPIA
FO	-FAEROE ISLANDS
FA	-FALKLAND ISLANDS
FJ	-FIJI
FI	-FINLAND
FR	-FRANCE
FG	-FRENCH GUIANA
GB	-GABON
GA	-GAMBIA
GC	-GERMAN DEMOCRATIC REPUB
GE	-GERMANY, FEDERAL REPUBLIC
GH	-GHANA
GI	-GIBRALTAR
GR	-GREECE
GL	-GREENLAND
GJ	-GRENADA
GP	-GUADELOUPE
GQ	-GUAM
GT	-GUATEMALA
GV	-GUINEA
GY	-GUYANA
HA	-HAITI
HO	-HONDURAS
HK	-HONG KONG
HU	-HUNGARY
IC	-ICELAND
IN	-INDIA
ID	-INDONESIA
IR	-IRAN
IZ	-IRAQ
EI	-IRELAND
IM	-ISLE OF MAN
IS	-ISRAEL
IT	-ITALY
IV	-IVORY COAST
JM	-JAMAICA
JA	-JAPAN
JO	-JORDAN
CB	-KAMPUCHEA
KE	-KENYA
GN	-KIRIBATI
KN	-KOREA, NORTH
KS	-KOREA, SOUTH
KU	-KUWAIT
LE	-LEBANON
LI	-LIBERIA
LY	-LIBYA

TABLE 3-3. CODE VALUES FOR MIAR (Continued)

(1) COUNTRY CODES (Continued)

CODE	EXPLANATION
LS	-LIECHTENSTEIN
LU	-LUXEMBOURG
MC	-MACAO
MA	-MADAGASCAR
MI	-MALAWI
MY	-MALAYSIA
MV	-MALDIVES
MT	-MALTA
MB	-MARTINIQUE
MR	-MAURITANIA
MP	-MAURITIUS
MX	-MEXICO
MN	-MONACO
MH	-MONTSERRAT
MO	-MOROCCO
MZ	-MOZAMBIQUE
NR	-NAURU
NP	-NEPAL
NA	-NETHERLANDS ANTILLES
NL	-NETHERLANDS
NC	-NEW CALEDONIA
NZ	-NEW ZEALAND
NU	-NICARAGUA
NI	-NIGERIA
NG	-NIGER
NO	-NORWAY
MU	-OMAN
PK	-PAKISTAN
PQ	-PANAMA CANAL ZONE
PN	-PANAMA
PP	-PAPUA NEW GUINEA
PA	-PARAGUAY
PE	-PERU
RP	-PHILIPPINES
PL	-POLAND
PO	-PORTUGAL
PU	-PORTUGUESE GUINEA
RQ	-PUERTO RICO
QA	-QATAR
RE	-REUNION
RO	-RUMANIA
SM	-SAN MARINO
TP	-SAO TOME AND PRINCIPE
SA	-SAUDI ARABIA
SG	-SENEGAL
SE	-SEYCHELLES IS.
SL	-SIERRA LEONE
SN	-SINGAPORE
SO	-SOMALIA
SF	-SOUTH AFRICA
UR	-SOVIET UNION
SP	-SPAIN
SS	-SPANISH SAHARA
CE	-SRI LANKA
SC	-ST. CHRISTOPHER-NEVIS-ANG
SH	-ST. HELENA
ST	-ST. LUCIA
SB	-ST. PIERRE AND MIQUELON
VC	-ST. VINCENT
SU	-SUDAN
NS	-SURINAM
SW	-SWEDEN
SZ	-SWITZERLAND
SY	-SYRIA
TZ	-TANZANIA
TH	-THAILAND
TO	-TOGO
TN	-TONGA
TD	-TRINIDAD AND TOBAGO
TQ	-TRUST TERRITORY OF THE PA
TS	-TUNISIA
TU	-TURKEY
TK	-TURKS AND CAICOS ISLANDS
TV	-TUVALU
US	-U.S. OF AMERICA
UG	-UGANDA
TC	-UNITED ARAB EMIRATES
UK	-UNITED KINGDOM
UY	-URUGUAY
NH	-VANAUTU
VE	-VENEZUELA
VN	-VIETNAM, NORTH
VS	-VIETNAM, REPUBLIC OF
VQ	-VIRGIN ISLANDS
WF	-WALLIS AND FUTUNA
WS	-WESTERN SAMOA
YS	-YEMEN (ADEN)
YE	-YEMEN
YO	-YUGOSLAVIA
CG	-ZAIRE
ZA	-ZAMBIA

TABLE 3-3. CODE VALUES FOR MIAR (Continued)

(2) CERTIFICATE ACTION

CODE	MAP	EXPLANATION
AMD	AMEND	SEE ENCLOSURE (2): PRODUCT SET POLICY AND GUIDANCE
DAC	DEACTIVATE	
END	ENDORSE	
INV	INVALIDATE	
ISS	ISSUE	
NA	NA	
NON	NONE	
PTP	PTP - PERMIT TO PROCEED	
RIS	REISSUE	
SUS	SUSPEND	
VAL	VALID - USED ONLY TO CLEAR PTP	
WIT	WITHDRAW	

(3) INSPECTION TYPE

CODE	MAP	EXPLANATION
ADM	ADMIN	ADMIN TYPE CASES NOT COVERED BY OTHER AREAS, AFFECTING THE STATUS OF THE COI WITHOUT SHOWING INSPECTION ACTIVITY
ANN	ANNUAL	OFFSHORE PLATFORM ANNUAL EXAMINATION
CGV	CG VESSEL/EQP	ALL CVS INSPECTION WORK PERFORMED FOR OTHER COAST GUARD PROGRAMS ON COAST GUARD VESSELS OR EQUIPMENT
COC	COC	CERTIFICATE OF COMPLIANCE EXAM: CONTROL VERIFICATION ON PASSENGER VESSELS, TANK VESSEL EXAMINATIONS, OR LETTER OF COMPLIANCE EXAMS
COI	CERTIFICATION	INSPECTION DONE PRIOR TO ISSUANCE OF A COI TO A PREVIOUSLY CERTIFICATED VESSEL
CON	CONTROL VERIF	SOLAS CONTROL VERIFICATION
DAM	DAMAGE SURVEY	DAMAGE SURVEY NOT INVOLVING A CREDIT DRYDOCK EXAM
DDE	DD EXTEND	EXAM CONDUCTED TO SUPPORT DECISION TO EXTEND DRYDOCK INTERVAL
DEF	DEFICIENCY CK	DEFICIENCY CHECK - FOLLOW UP ON OUT STANDING CG-835 OR RESPONSE TO REPORTED DEFICIENCY. (EXCEPT HOTLINE RESPONSES)
EXC	EXCURS PERMIT	INSPECTIONS ASSOCIATED WITH ISSUANCE OF AN EXCURSION PERMIT

TABLE 3-3. CODE VALUES FOR MIAR (Continued)

(3) INSPECTION TYPE (Continued)

CODE	MAP	EXPLANATION
EYE	OVERSIGHT	OVERSIGHT OF OTHER AGENCIES NOT INVOLVING NEW CONSTRUCTION
FPR	FIRE PROTECTN	FACTORY EXAMINATIONS INVOLVING INSPECTIONS FOR FIRE PROTECTION EQUIPMENT
GOV	OTHER GOVT	INSPECTIONS OF VESSELS FOR OTHER GOVERNMENT AGENCIES
HOT	HOTLINE	INSPECTION WORK PERFORMED PURSUANT TO COMPLAINTS OR NOTIFICATIONS RECEIVED VIA THE HQ 800 HOTLINE. IF ANY OTHER KIND OF INSPECTION RESULTS FROM THE INSPECTION DONE IN IMMEDIATE RESPONSE TO A HOTLINE NOTIFICATION, A HUL FOR EXAMPLE, ENTER THE TIME EXPENDED ON THE IMMEDIATE AS HOT AND ENTER THE SUBSEQUENT INSPECTION UNDER THE APPROPRIATE CATEGORY. HOT IS A SPECIAL CASE OF DEF.
HUL	HULL EXAM	CREDIT DRYDOCK EXAMINATION - INCLUDES ALL ALTERNATIVE FORMS OF CREDIT DRYDOCKINGS SUCH AS UNDERWATER SURVEYS OR ALTERNATE INTERNALS IN LIEU OF HUL. A HUL ENTRY IS REQUIRED FOR A CREDIT DRYDOCK EXAM CONDUCTED IN CONJUNCTION WITH A COI IN ADDITION TO THE ENTRY FOR COI.
ICN	CONSTRUCTION	INITIAL CONSTRUCTION - EXCLUDING OVERSIGHT. THIS INCLUDES HOURS EXPENDED FOR EXAMINATIONS MADE DURING ACTUAL CONSTRUCTION OR ASSEMBLY OF COMPONENT MODULES INTO COMPLETE VESSEL SYSTEMS.
ICO	CONSTRUCT O/S	INITIAL CONSTRUCTION OVERSIGHT OF THIRD PARTY ASSOCIATIONS DURING ASSEMBLY OF COMPONENTS INTO COMPLETE VESSEL SYSTEMS.
INI	INITIAL CERT	INITIAL CERTIFICATE OF INSPECTION – EXCLUSING RE-FLAGGINGS AND OVERSIGHT OF THIRD PARTIES. THIS INCLUDES CERTIFICATIONS ASSOCIATED WITH NEW CONSTRUCTION AND CONVERSIONS, I.E., ANY INSPECTION LEADING TO THE ISSUANCE OF A CERTIFICATE TO A VESSEL FOR THE FIRST TIME. DO NOT INCLUDE HOURS REPORTED UNDER THE HEADING OF INITIAL CONSTRUCTION.

TABLE 3-3. CODE VALUES FOR MIAR (Continued)

(3) INSPECTION TYPE (Continued)

CODE	MAP	EXPLANATION
INV	INVESTIGATIVE	HOURS SPENT CONDUCTING INVESTIGATIVE FUNCTIONS ON OFFSHORE PLATFORMS
LJA	LIFE JACKET	FACTORY EXAMINATION ASSOCIATED WITH APPROVAL OF LIFE JACKETS
LOT	L/S SVC OTH	FACTORY EXAMINATION ASSOCIATED WITH LIFE SAVING EQUIPMENT OTHER THAN LIFE JACKETS AND ANNUAL INFLATABLE LIFERAFTS
LRA	LIFERAFT SVC	FACTORY EXAMINATION OF VESSEL MACHINERY, ANNUAL EXAMINATION OF INFLATABLE LIFERAFTS
MAC	MACHINERY	FACTORY EXAMINATION ASSOCCIATED WITH E.G., RELIEF VALVES
MAR	MARPOL	INSPECTION NOT ASSOCIATED WITH ANY OTHER INSPECTION TYPE
MPR	MARPOLII PR	MARPOL PLAN REVIEW
MPS	MARPOLII SURV	MARPOL SURVEY
MPT	MARPOLII TEST	MARPOL TEST
OTH	OTHER	INSPECTION NOT COVERED ELSEWHERE. DETAILS OF INSPECTION, I.E., SCOPE, SHALL BE ENTERED INTO THE NARRATIVE SECTION OF THE MIAR
PAC	PERS-IN-ADD	EXAMINATION OF FOREIGN VESSELS IN SUPPORT OF AUTHORITY TO CARRY PERSONS IN ADDITION TO CREW
PRT	PLANREV TBOAT	TIME ASSOCIATED WITH PLAN REVIEW OF A SUBCHAPTER T VESSEL, DIRECTLY LINKED TO A SPECIFIC VESSEL
PTP	PERM-PROCEED	SPECIAL INSPECTION TYPE USED TO REFLECT ISSUANCE OF A PERMIT TO PROCEED. NULLIFIES INSPECTION STATUS ON VFLD, MISS, AND MICP TO REFLECT PERMIT TO PROCEED ISSUANCE
REP	REPAIRS	EXAMINATION OF REPAIRS
RFG	REFLAGGING	REFLAGGING

TABLE 3-3. CODE VALUES FOR MIAR (Continued)

(3) INSPECTION TYPE (Continued)

CODE	MAP	EXPLANATION
RIN	REINSPECTION	HOURS ASSOCIATED WITH PERIODIC REINSPECTION OF A VESSEL, E.G., MID-PERIOD
SAN	SANITARY INSP	SANITARY INSPECTIONS NOT PERFORMED IN CONJUNCTION WITH ANY OTHER INSPECTION
SPO	SPOT CHECK	A BRIEF SURVEY OF SAFETY CONDITIONS ON OFFSHORE PLATFORMS
UFV	UNINSP FISHG	UNINSPECTED FISHING VESSELS
UNV	UNINSP-OTHER	OTHER UNINSPECTED VESSELS
UTV	UNINSP TOWING	UNINSPECTED TOWING VESSELS
WEL	WELDER QUAL	FACTORY EXAMINATION FOR WELDER/WELDING PROCEDURE CERTIFICATION

TABLE 3-3A. EXPLANATIONS OF TIME SPENT

CODE	EXPLANATION
HULL	ALL ONBOARD TIME EXPENDED FOR THE INSPECTION BY HULL INSPECTORS. ALSO ALL T-BOAT, BARGE, PLATFORM, AND OTHER INSPECTIONS WHICH ARE NOT IDENTIFIED AS STRICTLY HULL OR MACHINERY WORK. THIS INCLUDES TIME FOR UNSUPERVISED TRAINEES DOING THESE INSPECTIONS.
MACH	ALL ONBOARD TIME EXPENDED FOR THE INSPECTION BY BOILER INSPECTORS ON PROPULSION AND AUXILIARY MACHINERY, PRESSURE VESSELS, PIPING AND ELECTRICAL SYSTEMS, ETC. THIS INCLUDES TIME FOR UNSUPERVISED BOILER TRAINEES.
TRAIN	THE TOTAL ONBOARD TIME EXPENDED FOR THE INSPECTION BY ANY SUPERVISED TRAINEES.
EXTRA	TOTAL TIME EXPENDED FOR EXTRAORDINARY DELAYS BY ALL QUALIFIED INSPECTORS ON THE INSPECTION. EXTRA TIME INCLUDES TIME CONSUMED BY UNUSUAL DELAYS OR OTHERWISE LOST, USUALLY ASSOCIATED WTH TAD TRAVEL; E.G., TIME LOST IN A FOREIGN YARD BECAUSE THE VESSEL WAS NOT READY AND THE INSPECTOR COULD NOT LEAVE. THIS INCLUDES ALL TIME BETWEEN DEPARTURE ON AND RETURN FROM TAD, AS STATED ON THE TRAVEL CLAIM, LESS ALL TIME ACCOUNTED ELSEWHERE.
EXTRN	TOTAL TIME EXPENDED FOR EXTRAORDINARY DELAYS BY ALL TRAINEES ON THE INSPECTION.
ADMIN	ADMINISTRATIVE TIME EXPENDED BY ALL INSPECTORS AND TRAINEES. IT IS ALL TIME EXPENDED BY THE INSPECTOR PREPARING TO CONDUCT AN INSPECTION AND REPORTING THE RESULTS. IT INCLUDES: RESEARCHING FILES, REGULATIONS, MSIS, MARINE SAFETY MANUAL, NVC'S, ETC.; COMMUNICATIONS WITH OTHER UNITS AND MAKING ARRANGEMENTS WITH VESSEL OWNERS/OPERATORS; ENTERING MSIS DATA AND GENERATING COI'S AND OTHER DOCUMENTS; WRITING INSPECTION BOOKS AND REPORTS, DISCUSSIONS WITH SUPERVISORS OR COLLEAGUES REGARDING THE INSPECTION; MAKING TRAVEL ARRANGEMENTS INCLUDING INNOCULATIONS, PASSPORTS, VISAS; AND PREPARING TRAVEL CLAIMS. "PARENT COMMANDS SHOULD ENTER ADMIN HOURS ASSOCIATED WITH THE REVIEW AND VALIDATION OF DETACHMENT CASES".
TRAVEL	TOTAL TRAVEL TIME EXPENDED FOR THIS INSPECTION BY ALL QUALIFIED INSPECTORS. IT IS THE TIME SPENT ENROUTE TO AND FROM THE INSPECTION SITE, BY WHATEVER MODE. WHEN TRAVEL TIME SUPPORTS BOTH CVS AND NON-CVS MISSIONS, THE INSPECTOR MUST ALLOCATE (APPROXIMATELY) THE TOTAL TRAVEL TIME INTO CVS AND NON-CVS PROPORTIONS. THE CVS PORTION SHOULD BE ENTERED ON THE MIAR. THE REMAINDER SHOULD BE ENTERED ON THE APPROPRIATE ACTIVITY REPORT(S)FOR THE NON-CVS MISSIONS. WHEN SEVERAL CVS INSPECTIONS

TABLE 3-3A. EXPLANATIONS OF TIME SPENT (Continued)

CODE	EXPLANATION
TRAVEL (CONT'D)	ARE DONE CONSECUTIVELY, TRAVELLING FROM SITE TO SITE, OR AT THE SAME SITE, AVERAGE THE TOTAL TIME FOR ALL THE JOBS AND ASSIGN THE AVERAGE TO EACH INSPECTION. TRAVEL TIME TO AND FROM WORK, EITHER AT THE OFFICE OR FOR SHIPYARD RESIDENTS, SHOULD BE REPORTED ONLY WHEN IT EXCEEDS ONE ROUND TRIP PER NORMAL WORK DAY; I.E., REPORT ALL LOCAL TRAVEL BEYOND ONE NORMAL COMMUTING ROUND TRIP PER DAY. FOR TAD, ADD TIME EXPENDED AWAITING CHANGE OF MODE, FLIGHT, OR CARRIER AT INTERMEDIATE STOPS.
TRNTVL	TOTAL TIME EXPENDED FOR THIS INSPECTION BY ALL TRAINEES.

TABLE 3-4. INSPECTION TYPES PERMITTED FOR VESSELS AND FACILITIES

INSPECTION TYPE		COI US	COC FOR	UNK VSL	PLAT FORM	FAC INSP
ADM	ADMIN	X	X	X	X	X
ANN	ANNUAL				X	
CGV	CG VESSEL/EQP			X		
COC	COC		X	X		
COI	CERTIFICATION	X		X		
CON	CONTROL VERIF		X	X		
DAM	DAMAGE SURVEY	X	X	X		
DDE	DD EXTEND	X		X		
DEF	DEFICIENCY CK	X	X	X		
EXC	EXCURS PERMIT	X		X		
EYE	OVERSIGHT	X	X	X		
FPR	FIRE PROTECTN					X
GOV	OTHER GOVT			X		
HOT	HOTLINE	X	X	X		
HUL	HULL EXAM	X		X		
ICN	CONSTRUCTION	X		X		
ICO	CONSTRUCT O/S	X		X		
INI	INITIAL CERT	X		X		
INV	INVESTIGATIVE				X	
LJA	LIFE JACKET					X
LOT	L/S SVC OTH					X
LRA	LIFERAFT SVC					X
MAC	MACHINERY					X
MAR	MARPOL		X	X		
MPR	MARPOLII PR	X	X	X		
MPS	MARPOLII SURV	X	X	X		
MPT	MARPOLII TEST	X	X	X		
OTH	OTHER	X	X	X	X	X
PAC	PERS-IN-ADD	X		X		
PRT	PLANREV TBOAT	X	X	X		
PTP	PERM-PROCEED	X		X		
REP	REPAIRS	X	X	X		
RFG	REFLAGGING	X		X		
RIN	REINSPECTION	X		X		
SAN	SANITARY INSP	X	X	X		
SPO	SPOT CHECK				X	
UFV	UNINSP FISHG			X		
UNV	UNINSP-OTHER			X		
UTV	UNINSP TOWING			X		
WEL	WELDER QUAL					X

TABLE 3-5. ALLOWABLE INSPECTION TYPE COMBINATIONS FOR VESSELS

1.	INIT/CERT	and/or	HULL	and/or	OTHER
2.	CERT	and/or	HULL	and/or	OTHER
3.	REINSPECTION	and/or	HULL	and/or	OTHER
4.	COC	and/or	OTHER		
5.	ADMIN	no others allowed			
6.	Any combination of remaining types as long as they are unique.				

TABLE 3-6. IMPACT ON OTHER PRODUCTS OF FILING AND VALIDATING MIAR

After Filing an MIAR:

VFOC - entry made on open case log for vessel
FFOC - entry made on open case log for platform
MISP - entry made on open case log for port
MISI - entry deleted on the list of scheduled inspections for that port
VFLD - status is changed to a case number to indicate an inspection is in process for INIT/CERT, CERT, or COC.
PFAS - updates current open for port
PFMI - updates current open for inspection types
MISS - inspection status updated from scheduled to open
MIOI - remove entry on overdue inspections as applicable (COI removes Certificate and /or Reinspection entries from MIOI; RIN removes Reinspections and HUL removes Hull Exam entries.)

After Validating an MIAR:

VFOC - entry deleted on open case log for vessel
FFOC - entry deleted on open case log for facility
MISP - entry deleted on open case log for port
VFMI - entry made on closed case log for vessel
VFCG - entry made on contact log for vessel
MIPL - entry made on closed case log for port
VFLD - document status updated if necessary
PFMR - A Morning report for platforms is tickled, for an inspection type of annual, one year from the inspection date.
PFAS - activity summary update as pertinent
PFMI - inspection activities updated
MISS - inspection status moves "current status" to "last & next" and OTHER inspection types get deleted.
LETTERS - get tickled (for more information on the generation of letters, see Section 7.5 in this guide).

MIAR/Entry/Entering An Inspection Report

STEP 1

- Enter a valid Case Number on MIEI
- COMMAND: **SEL,2**
- SEND

```
COMMAND /SEL,2                          RESPONSE/PLS ENTER YOUR RESPONSE
MIEI                  MARINE INSPECTION ENTRY INDEX                  27AUG86

CASE/ MI87000038 VIN../ CG000174      NAME../ ZAPATA YORKTOWN
                 FIN../ _______       NAME../
                 QNUM / ___.____/____ QCLASS/ ___.___
LOG CRITERIA:    FROM(SINCE)/ _______ TO..../ _______     PORT/ ____

                                -- MODE --                          -- MODE --
  --- REPORT ACTIVITY ---      ENTRY RTRV      --- LOGS ---        ENTRY RTRV
SCHEDULER.............(MISF)    1   11    SCHEDULED INSPECT....(MISI)  61   71
ACTIVITY REPORT.......(MIAR)    2   12    STATUS AT PORT.......(MISP)  62   72
DEFICIENCY REPORT.....(MIDR)    3   13    PORT LOG.............(MIPL)   *   73
DEFICIENCY FOLLOW-UP...(MIDF)   4   14    COI FLEET............(MIFR)   *   74
COI AMENDMENT.........(MICA)    5   15    PLATFORM LIST........(PFPL)   *   75
SPECIAL NOTE..........(MISN)    6   16    OVERDUE INSPECT......(MIOI)   *   76

  --- INSPECTION STATUS ---                   --- SUBCHAPTER Q ---
SUMMARY...............(MISS)    *   31    CLASS DESCRIPTION....(MICD)  81   91
DETAILS...............(MISD)   22   32    APPROVED EQUIPMENT...(MIAE)  82   92
CRITICAL PROFILE......(MICP)    *   33    CERT OF APPROVAL.....(MICOA)  *   93
PRE-INSPECTION PACKAGE.(MIPIP)  *   34    EQUIPMENT CLASS......(MIEC)   *   94
                                          EQUIPMENT LIST.......(MIEL)   *   95
  --- ADMINISTRATION ---
FIELD INFORMATION......(MIFI)  41   51
```

STEP 2

- MSIS responds with MIAR form
- Note data "filled in" by MSIS by MISF

```
COMMAND /_____                          RESPONSE/PLS ENTER YOUR RESPONSE
MIAR                  MARINE INSPECTION ACTIVITY REPORT              27AUG86

NAME/ ZAPATA YORKTOWN                    VIN/ CG000174  CALL/ ZAPATAY  FLAG/ US

CASE NUMBER / MI86000038  PORT/ BCL    INSP DATE/ 19JAN87  REF CASE/ MI86000031
CONDUCTED AT/ _____                          OVERSEAS? (USE COUNTRY CODE)/ ___
LOCATION..../ COLUMBUS_____ PROGRESSIVE/   NOTIFY DT/ 27AUG87 INSPECTOR/ ___
CERT ACTION / _____ STATUS: IN PROC/ _ COMP/ _ VALID/   CLOSE TO FILE../
COMMENTS..../ _____
              _____
              _____
              _____
              _____
              _____

                      --- ACTIONS REPORTED ---
  SEL
   1   NUMBER OF DEFICIENCIES...../ __ OUT?/ Y
   2   NUMBER OF INSPECTION NOTES...../ __
   3   NUMBER OF CERTIFICATE AMENDMENTS / __
   4   INSPECTION STATUS DETAILS UPDATED/ __
   5   SPECIAL EXAMINATION REQUIREMENT../

  INSPECTION    ------------TIME SPENT----------
     TYPE       HULL   MACH   TRAIN  EXTRA  EXTRN
 REINSPECTION_ _____ _____ _____ _____ _____
 _____________ ____  ____  ____  ____  ____
 _____________ ____  ____  ____  ____  ____
 _____________ ____  ____  ____  ____  ____
 _____________ ____  ____  ____  ____  ____
 _____________ ____  ____  ____  ____  ____

       ADMIN/ ____ TRAVEL/ ____ TRNTVL/ ____
```

STEP 3

- Enter desired data (complete or partial)
- SEND

```
COMMAND /_____ RESPONSE/PLS ENTER YOUR RESPONSE
MIAR              MARINE INSPECTION ACTIVITY REPORT              27AUG86

NAME/ ZAPATA YORKTOWN                  VIN/ CG0000174  CALL/ ZAPATAY  FLAG/ US

CASE NUMBER / MI86000038  PORT/ BCL    INSP DATE/ 19JAN87  REF CASE/ MI86000031
CONDUCTED AT/ COLUMBUS, OHIO                 OVERSEAS? (USE COUNTRY CODE)/ __
LOCATION..../ COLUMBUS_____ PROGRESSIVE/  NOTIFY DT/ 19FEB87 INSPECTOR/ MCD
CERT ACTION / NONE      STATUS: IN PROC/ X COMP/  VALID/ _ CLOSE TO FILE../ _
COMMENTS..../ REINSPECTION ENCOUNTERED NO MAJOR PROBLEMS
              ____________________________________________________________
              ____________________________________________________________
              ____________________________________________________________
              ____________________________________________________________
              ____________________________________________________________

                      --- ACTIONS REPORTED ---
              SEL
               1   NUMBER OF DEFICIENCIES...../ 1 OUT?/
               2   NUMBER OF INSPECTION NOTES../ 1
               3   NUMBER OF CERTIFICATE AMENDMENTS / 1
               4   INSPECTION STATUS DETAILS UPDATED/
               5   SPECIAL EXAMINATION REQUIREMENT../

             INSPECTION   ------------TIME SPENT----------
                TYPE      HULL   MACH   TRAIN  EXTRA  EXTRN
            REINSPECTION_ ____ ____ ____ ____ ____
            _____________ ____ ____ ____ ____ ____
            _____________ ____ ____ ____ ____ ____
            _____________ ____ ____ ____ ____ ____
            _____________ ____ ____ ____ ____ ____
            _____________ ____ ____ ____ ____ ____

                   ADMIN/ ____ TRAVEL/ ____ TRNTVL/ ____
```

STEP 4

- MSIS responds with confirmation

```
COMMAND /_____ RESPONSE/MIEI  NEXT ON QUEUE
MIAR              MARINE INSPECTION ACTIVITY REPORT              27AUG86

REPORT FILED BUT NOT VALIDATED
```

MIAR/Update/Correcting/Adding To A Previous Report

STEP 1

- Enter a valid Case Number on MIEI
- COMMAND: **SEL,2**
- SEND

```
COMMAND /SEL,2                          RESPONSE/PLS ENTER YOUR RESPONSE
MIEI                  MARINE INSPECTION ENTRY INDEX                  27AUG86

CASE/ MI86000038 VIN../ CG000174      NAME../ ZAPATA YORKTOWN
                 FIN../ ________      NAME../
                 QNUM / ___.___/_____ QCLASS/ ___.___
LOG CRITERIA:    FROM(SINCE)/ _______ TO..../ _______     PORT/ _____

                                -- MODE --                          -- MODE --
  --- REPORT ACTIVITY ---      ENTRY RTRV      --- LOGS ---          ENTRY RTRV
SCHEDULER..............(MISF)   1   11    SCHEDULED INSPECT....(MISI)  61   71
ACTIVITY REPORT........(MIAR)   2   12    STATUS AT PORT.......(MISP)  62   72
DEFICIENCY REPORT......(MIDR)   3   13    PORT LOG.............(MIPL)   *   73
DEFICIENCY FOLLOW-UP...(MIDF)   4   14    COI FLEET............(MIFR)   *   74
COI AMENDMENT..........(MICA)   5   15    PLATFORM LIST........(PFPL)   *   75
SPECIAL NOTE...........(MISN)   6   16    OVERDUE INSPECT......(MIOI)   *   76

  --- INSPECTION STATUS ---                  --- SUBCHAPTER Q ---
SUMMARY................(MISS)   *   31    CLASS DESCRIPTION....(MICD)  81   91
DETAILS................(MISD)  22   32    APPROVED EQUIPMENT...(MIAE)  82   92
CRITICAL PROFILE.......(MICP)   *   33    CERT OF APPROVAL.....(MICOA)  *   93
PRE-INSPECTION PACKAGE.(MIPIP)  *   34    EQUIPMENT CLASS......(MIEC)   *   94
                                          EQUIPMENT LIST.......(MIEL)   *   95
   --- ADMINISTRATION ---
FIELD INFORMATION......(MIFI)  41   51
```

STEP 2

- MSIS responds with MIAR for requested case

```
COMMAND /_____________________________ RESPONSE/PLS ENTER YOUR RESPONSE
MIAR                  MARINE INSPECTION ACTIVITY REPORT                27AUG86

NAME/ ZAPATA YORKTOWN                    VIN/ CG000174  CALL/ ZAPATAY  FLAG/ US

CASE NUMBER / MI86000038  PORT/ BCL    INSP DATE/ 19JAN87  REF CASE/ MI86000031
CONDUCTED AT/ COLUMBUS, OHIO_____________ OVERSEAS? (USE COUNTRY CODE)/
LOCATION..../ COLUMBUS_____ PROGRESSIVE/  NOTIFY DT/ 19FEB87 INSPECTOR/ MCD
CERT ACTION / NONE_____ STATUS: IN PROC/ X COMP/ _ VALID/ _ CLOSE TO FILE../ _
COMMENTS..../ REINSPECTION ENCOUNTERED NO MAJOR PROBLEMS_____________________
                ____________________________________________________________
                ____________________________________________________________
                ____________________________________________________________
                ____________________________________________________________
                ____________________________________________________________

                          --- ACTIONS REPORTED ---
                SEL
                 1   NUMBER OF DEFICIENCIES............./  1 OUT?/ Y
                 2   NUMBER OF INSPECTION NOTES......../  1
                 3   NUMBER OF CERTIFICATE AMENDMENTS /  1
                 4   INSPECTION STATUS DETAILS UPDATED/
                 5   SPECIAL EXAMINATION REQUIREMENT../

               INSPECTION   -------------TIME SPENT----------
                  TYPE      HULL   MACH   TRAIN  EXTRA  EXTRN
               REINSPECTION  ____   ____   ____   ____   ____
               ____________  ____   ____   ____   ____   ____
               ____________  ____   ____   ____   ____   ____
               ____________  ____   ____   ____   ____   ____
               ____________  ____   ____   ____   ____   ____
               ____________  ____   ____   ____   ____   ____

                     ADMIN/ ____ TRAVEL/ ____ TRNTVL/ ____
```

STEP 3

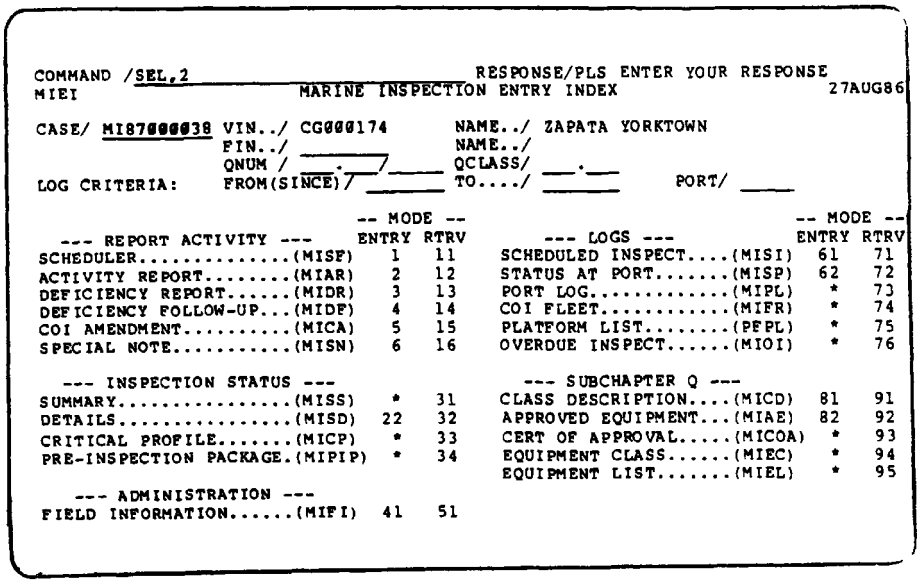
- Enter additional data. In this case, the user enters staff hours spent on the inspection in the Time Spent section
- SEND

```
COMMAND /_____ RESPONSE/PLS ENTER YOUR RESPONSE
MIAR              MARINE INSPECTION ACTIVITY REPORT              27AUG86

NAME/ ZAPATA YORKTOWN                  VIN/ CG0001174  CALL/ ZAPATAY  FLAG/ US

CASE NUMBER / MI86000038  PORT/ BCL    INSP DATE/ 19JAN87  REF CASE/ MI86000031
CONDUCTED AT/ COLUMBUS, OHIO_____ OVERSEAS? (USE COUNTRY CODE)/ ___
LOCATION..../ COLUMBUS_____ PROGRESSIVE/   NOTIFY DT/ 19FEB87 INSPECTOR/ MCD
CERT ACTION / NONE_____ STATUS: IN PROC/ X COMP/ _ VALID/ _ CLOSE TO FILE../ _
COMMENTS..../ REINSPECTION ENCOUNTERED NO MAJOR PROBLEMS_____
              _____
              _____
              _____
              _____
              _____

                    --- ACTIONS REPORTED ---
              SEL
               1   NUMBER OF DEFICIENCIES...../  1 OUT?/ Y
               2   NUMBER OF INSPECTION NOTES...../  1
               3   NUMBER OF CERTIFICATE AMENDMENTS /  1
               4   INSPECTION STATUS DETAILS UPDATED/
               5   SPECIAL EXAMINATION REQUIREMENT../

             INSPECTION    ------------TIME SPENT----------
                TYPE.      HULL   MACH   TRAIN  EXTRA  EXTRN
             REINSPECTION  45___  20___  10___  _____  _____
             _____________ _____ _____ _____ _____ _____
             _____________ _____ _____ _____ _____ _____
             _____________ _____ _____ _____ _____ _____
             _____________ _____ _____ _____ _____ _____
             _____________ _____ _____ _____ _____ _____

                   ADMIN/ 5____ TRAVEL/ 3____ TRNTVL/ _____
```

MIAR/Update/Validating An Inspection Report

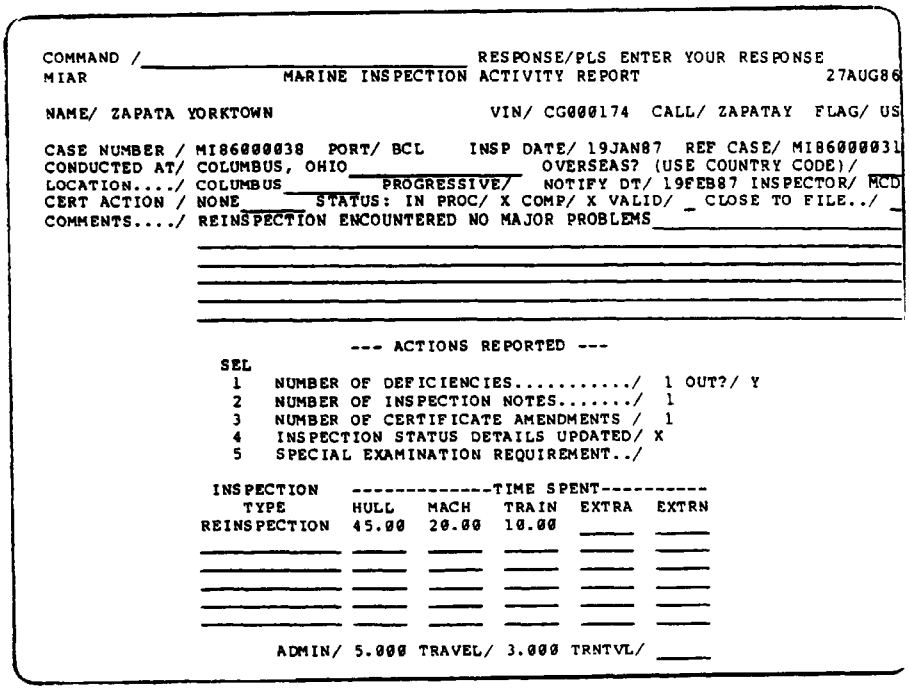
STEP 1

- Enter a valid Case Number on MIEI
- COMMAND: **SEL,2**
- SEND



STEP 2

- MSIS responds with MIAR



STEP 3

- Place an **X** in the Valid slot
- Note that the Number of Certificate Amendments slot is filled in and that the Inspection Status Details slot reflects that MISD has been updated

```
COMMAND /_____ RESPONSE/PLS ENTER YOUR RESPONSE
MIAR              MARINE INSPECTION ACTIVITY REPORT                27AUG86

NAME/ ZAPATA YORKTOWN                  VIN/ CG0000174  CALL/ ZAPATAY  FLAG/ US

CASE NUMBER / MI86000038  PORT/ BCL    INSP DATE/ 19JAN87  REF CASE/ MI86000031
CONDUCTED AT/ COLUMBUS, OHIO_____  OVERSEAS? (USE COUNTRY CODE)/ ___
LOCATION..../ COLUMBUS_____ PROGRESSIVE/  NOTIFY DT/ 19FEB87 INSPECTOR/ MCD
CERT ACTION / NONE_____ STATUS: IN PROC/ X COMP/ X VALID/ X CLOSE TO FILE../ _
COMMENTS..../ REINSPECTION ENCOUNTERED NO MAJOR PROBLEMS_____
              _____________________________________________________________
              _____________________________________________________________
              _____________________________________________________________
              _____________________________________________________________
              _____________________________________________________________

                        --- ACTIONS REPORTED ---
                 SEL
                  1   NUMBER OF DEFICIENCIES...../  1 OUT?/ Y
                  2   NUMBER OF INSPECTION NOTES...../  1
                  3   NUMBER OF CERTIFICATE AMENDMENTS /  1
                  4   INSPECTION STATUS DETAILS UPDATED/ X
                  5   SPECIAL EXAMINATION REQUIREMENT../

                 INSPECTION    ------------TIME SPENT----------
                    TYPE       HULL   MACH   TRAIN  EXTRA  EXTRN
                REINSPECTION   45.00  20.00  10.00  _____  _____
                _____________  _____  _____  _____  _____  _____
                _____________  _____  _____  _____  _____  _____
                _____________  _____  _____  _____  _____  _____
                _____________  _____  _____  _____  _____  _____
                _____________  _____  _____  _____  _____  _____

                      ADMIN/ 5.000 TRAVEL/ 3.000 TRNTVL/ _____
```

STEP 4

- MSIS responds with confirmation

```
COMMAND /_____ RESPONSE/MIEI  NEXT ON QUEUE
MIAR              MARINE INSPECTION ACTIVITY REPORT                27AUG86

REPORT FILED AND VALIDATED
```

MIAR/Update/Sending a Progressive Inspection

STEP 1

- Enter a valid Progressive case number on MIEI
- COMMAND: SEL,2
- SEND

```
COMMAND /SEL,2                          RESPONSE/PLS ENTER YOUR RESPONSE
MIEI                MARINE INSPECTION ENTRY INDEX                  27AUG86

CASE/ MI86000039 VIN../ CG000174      NAME../ ZAPATA YORKTOWN
                 FIN../ _______       NAME../
                 QNUM / __.__/_____   QCLASS/ __.___
LOG CRITERIA:    FROM(SINCE)/ _______ TO..../ _______     PORT/ BCL

                                -- MODE --                          -- MODE --
  --- REPORT ACTIVITY ---      ENTRY RTRV      --- LOGS ---         ENTRY RTRV
SCHEDULER.............(MISF)    1   11    SCHEDULED INSPECT....(MISI)  61   71
ACTIVITY REPORT.......(MIAR)    2   12    STATUS AT PORT.......(MISP)  62   72
DEFICIENCY REPORT.....(MIDR)    3   13    PORT LOG.............(MIPL)   *   73
DEFICIENCY FOLLOW-UP...(MIDF)   4   14    COI FLEET............(MIFR)   *   74
COI AMENDMENT.........(MICA)    5   15    PLATFORM LIST........(PFPL)   *   75
SPECIAL NOTE..........(MISN)    6   16    OVERDUE INSPECT......(MIOI)   *   76

  --- INSPECTION STATUS ---                   --- SUBCHAPTER Q ---
SUMMARY...............(MISS)    *   31    CLASS DESCRIPTION....(MICD)  81   91
DETAILS...............(MISD)   22   32    APPROVED EQUIPMENT...(MIAE)  82   92
CRITICAL PROFILE......(MICP)    *   33    CERT OF APPROVAL.....(MICOA)  *   93
PRE-INSPECTION PACKAGE.(MIPIP)  *   34    EQUIPMENT CLASS......(MIEC)   *   94
                                          EQUIPMENT LIST.......(MIEL)   *   95
   --- ADMINISTRATION ---
FIELD INFORMATION......(MIFI)  41   51
```

STEP 2

- MSIS responds with MIAR. Update as needed
- Note that a report cannot be passed the first time a port accesses it
- SEND

```
COMMAND /_____                          RESPONSE/PLS ENTER YOUR RESPONSE
MIAR                MARINE INSPECTION ACTIVITY REPORT              27AUG86

NAME/ ZAPATA YORKTOWN                   VIN/ CG000174  CALL/ ZAPATAY  FLAG/ US

CASE NUMBER / MI86000039  PORT/ BCL    INSP DATE/ 25JAN87  REF CASE/ MI86000038
CONDUCTED AT/ COLUMBUS, OHIO_____      OVERSEAS? (USE COUNTRY CODE)/ US
LOCATION..../ TIFFIN_____ PROGRESSIVE/ X NOTIFY DT/ 22JAN87 INSPECTOR/ JAH
CERT ACTION / NONE_____ STATUS: IN PROC/ X COMP/ _ VALID/   CLOSE TO FILE../
COMMENTS..../ _____
              _____
              _____
              _____
              _____
              _____

                    --- ACTIONS REPORTED ---
                SEL
                 1   NUMBER OF DEFICIENCIES...../ 1_ OUT?/
                 2   NUMBER OF INSPECTION NOTES...../ 0_
                 3   NUMBER OF CERTIFICATE AMENDMENTS / 1_
                 4   INSPECTION STATUS DETAILS UPDATED/
                 5   SPECIAL EXAMINATION REQUIREMENT../

               INSPECTION   ------------TIME SPENT----------
                  TYPE      HULL   MACH   TRAIN  EXTRA  EXTRN
               HULL EXAM    3____  2____  3____  _____  _____

                     ADMIN/ 4____ TRAVEL/ 1____ TRNTVL/ _____
```

STEP 3

- MSIS responds with confirmation

```
COMMAND /_____________________________ RESPONSE/MIEI  NEXT ON QUEUE
MIAR                MARINE INSPECTION ACTIVITY REPORT                27AUG86

REPORT FILED BUT NOT VALIDATED
```

STEP 4

- Upon repeating Step 1, MSIS responds with MIAR. Fill in data as needed. The option to pass the report to another port is available
- SEND

```
COMMAND /_____________________________ RESPONSE/PLS ENTER YOUR RESPONSE
MIAR                MARINE INSPECTION ACTIVITY REPORT                27AUG86

NAME/ ZAPATA YORKTOWN                    VIN/ CG000174  CALL/ ZAPATAY  FLAG/ US
CASE NUMBER / MI86000039  PORT/ BCL    INSP DATE/ 25JAN87  REF CASE/ MI86000038
CONDUCTED AT/ COLUMBUS, OHIO                  OVERSEAS? (USE COUNTRY CODE)/ US
LOCATION..../ TIFFIN          PROGRESSIVE/ X NOTIFY DT/ 22JAN87 INSPECTOR/ JAH
CERT ACTION / NONE       STATUS: IN PROC/ X COMP/   VALID/   CLOSE TO FILE../
COMMENTS..../ ____________________________________________________________
              ____________________________________________________________
              ____________________________________________________________
              ____________________________________________________________
              ____________________________________________________________
              ____________________________________________________________

                        --- ACTIONS REPORTED ---
                SEL
                  1   NUMBER OF DEFICIENCIES...../  1 OUT?
                  2   NUMBER OF INSPECTION NOTES../  0
                  3   NUMBER OF CERTIFICATE AMENDMENTS /  1
                  4   INSPECTION STATUS DETAILS UPDATED/
                  5   SPECIAL EXAMINATION REQUIREMENT../

               INSPECTION   -------------TIME SPENT----------
                  TYPE      HULL   MACH   TRAIN  EXTRA  EXTRN
               HULL EXAM    3.000  2.000  3.000

                     ADMIN/ 4.000 TRAVEL/ 1.000 TRNTVL/

                              PASS CASE/ X    TO/ NEWMI
```

STEP 5

- If the report is passed, MSIS responds with confirmation

```
COMMAND /_____________________________ RESPONSE/MIEI  NEXT ON QUEUE
MIAR                MARINE INSPECTION ACTIVITY REPORT                27AUG86

REPORT FILED AND CASE PASSED
```

STEP 6

- The report can be passed by repeating Steps 1-5 until validated. Once validated, it can be retrieved to show all the times entered by each port

```
COMMAND /_____________________________ RESPONSE/KEY "SEL,1,2,..." FOR DETAILS
MIAR                MARINE INSPECTION ACTIVITY REPORT                27AUG86

NAME/ ZAPATA YORKTOWN                    VIN/ CG0000174  CALL/ ZAPATAY  FLAG/ US

CASE NUMBER / MI86000039  PORT/ NEWMI  INSP DATE/ 25JAN87  REF CASE/ MI86000038
CONDUCTED AT/ COLUMBUS,OHIO                    OVERSEAS? (USE COUNTRY CODE)/ US
LOCATION..../ TIFFIN          PROGRESSIVE/ X NOTIFY DT/ 22JAN87 INSPECTOR/ JAI
CERT ACTION / NONE       STATUS: IN PROC/ X COMP/ X VALID/ X CLOSE TO FILE../
COMMENTS..../ ____________________________________________________________
              ____________________________________________________________
              ____________________________________________________________
              ____________________________________________________________
              ____________________________________________________________
              ____________________________________________________________

                        --- ACTIONS REPORTED ---
                SEL
                  1   NUMBER OF DEFICIENCIES...../  1 OUT?/
                  2   NUMBER OF INSPECTION NOTES.../  0
                  3   NUMBER OF CERTIFICATE AMENDMENTS /  1
                  4   INSPECTION STATUS DETAILS UPDATED/ X
                  5   SPECIAL EXAMINATION REQUIREMENT../

        PORT/ BCL

               INSPECTION   ------------TIME SPENT----------
                  TYPE      HULL   MACH   TRAIN  EXTRA  EXTRN
              HULL EXAM     3.000  2.000  3.000

                    ADMIN/ 4.000 TRAVEL/ 1.000 TRNTVL/

        PORT/ NEWMI

               INSPECTION   ------------TIME SPENT----------
                  TYPE      HULL   MACH   TRAIN  EXTRA  EXTRN
              HULL EXAM     3.000

                    ADMIN/ 3.000 TRAVEL/       TRNTVL/
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D. Marine Inspection Deficiency Report -- **MIDR.**

1. **MIDR** Purpose and Description.

   a. Documents and controls the status of deficiencies found during the inspection of a vessel or facility.

   b. Provides the number of blank deficiency forms indicated on MIAR.

   c. Is filed when a deficiency is allowed to remain outstanding.

   d. Is filed when a deficiency affected the safety integrity of the vessel, whether or not it remained outstanding at the completion of the inspection.

   e. Generates an MILIR or MIILN letter to the vessel's operator notifying him/her of outstanding requirements.

   f. Posts counts of deficiencies to Marine Inspection Critical Profile (MICP) and Marine Inspection Activity Report (MIAR).

   g. Generates an entry on the Morning Report for the Port of Certification (if not the port entering the deficiency) and any ports entered in the Notify slot(s).

   h. Figure 3-3 shows the data definitions for MIDR. See Table 3-7 for the code values and Enclosure (1) for the abbreviation meanings.

   i. The uses of MIDR are illustrated in the following example sequences entitled: Entering a Deficiency Report and Correcting or. Adding to a Deficiency Report.

2. Accessing **MIDR.**

   a. Menu. MIDR is normally accessed through MIEI.

   b. Free-Form. MIDR can be accessed through free-form with:

      -MIDR,<E, U, or R>,CASE=<inspection case number>

      where:

      E = entry mode
      U = update mode
      R = retrieval mode
      CASE = inspection case number

Please Note: CASE=ADMIN is not available to the user.

EXAMPLE:

-MIDR,U,CASE=MI86000016

c. Selection From Other Products. MIDR may be accessed from MIAR.

d. Product Use Authority Levels.

Retrieval – 1	Entry/Update - 2 and logged in port is equal to the port initiating the case.

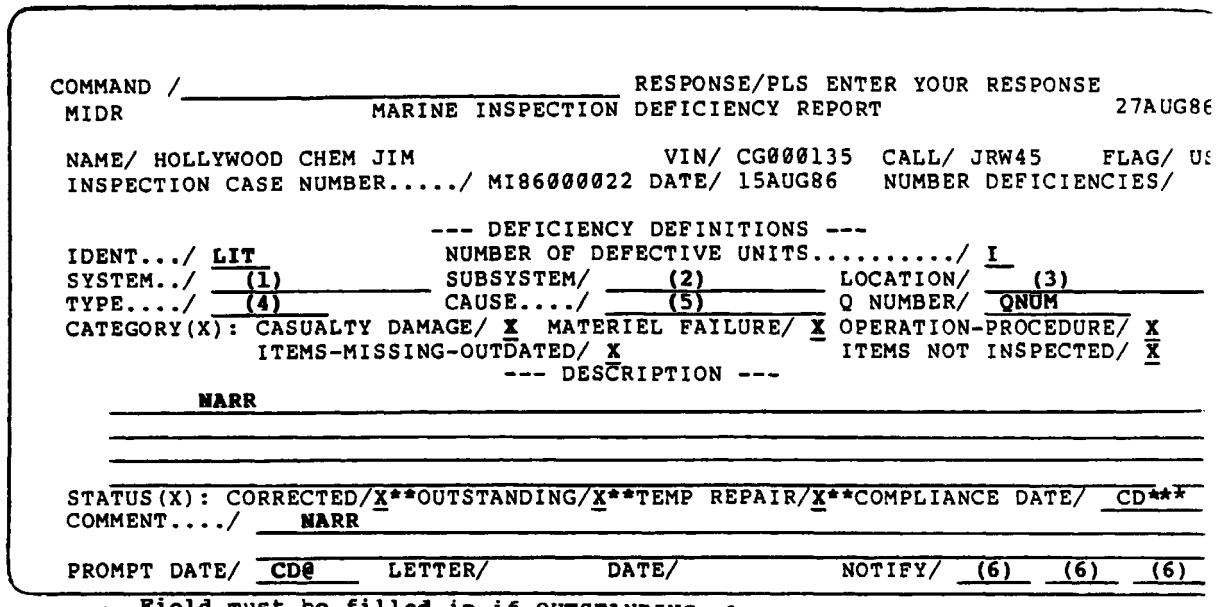
3. **MIDR** Data Entry Requirements and Explanation.

a. General Processing. In **E(ntry)** mode, MIDR is accessed by selection from MIAR or through MIEI, using the Inspection Case Number. The number of blank deficiency forms displayed is the same as the number requested on the controlling MIAR. The user enters the data items and the deficiency status for each deficiency being reported. If a deficiency is outstanding, the user must also enter compliance and prompt dates. The compliance date is the date by which an outstanding deficiency is to be corrected. The prompt date is the date on which a letter is to be sent to the vessel's operator notifying him of the outstanding deficiency.

At anytime prior to validation of the inspection case, the initiating unit can correct, delete, or add to a deficiency using **U(pate)** mode. After validation, changes in the deficiency status can only be accomplished using MIDF. MIDR can not be changed after the controlling MIAR has been validated.

MIDR may also be accessed in **R(etrieval)** mode to view the deficiency report filed on a vessel or facility specified by an inspection case.

b. Special Processing. When an item (IDENT) marked "ITEMS NOT INSPECTED" is cleared, it is deleted from MIDR. However, the count of deficiencies remains the same so that the count and the actual number of items may not be the same.



*** Field must be filled in if OUTSTANDING slot or TEMP REPAIR slot is "X"'ed.

** One of these fields must be filled in on initial entry.

@ This slot is locked for facilities.

FIGURE 3-3. DATA DEFINITIONS FOR MIDR

TABLE 3-7. CODE VALUES FOR MIDR

(1) SYSTEM

CODE	EXPLANATION
BA	AUX BOILERS
BM	MAIN BOILER
BS	BALLAST
CS	CARGO
DL	DOCS, LIC, PERMITS
DM	DECK MACHINERY
ES	ELECTRICAL
FF	FIRE FIGHTING
HA	HABITATION
HS	HULL
LS	LIFESAVING
NC	SYSTEM, NOT ELSE.CLASS.
NS	NAVIGATION
PP	PROPULSION
SS	STEERING

(2) SUBSYSTEM

SYSTEM: BOILERS

CODE	MAP	EXPLANATION
BL01	AIR HEATERS	
BL02	CASINGS	
BL03	DRUMS, INTERNALS	
BL04	TUBES	
BL05	VALVES, NEC	
BL06	WATER LEV INDIC	WATER LEVEL INDICATOR
BL07	WATER TESTING	
BL08	BRICK-FIREBOX	
BL09	BURN FLAME SCAN	BURNER FLAME SCANNER
BL10	BURNER IGNITION	
BL11	COMBUST CONTROL	COMBUSTION CONTROL
BL12	DESUPERHEATERS	
BL13	DRAFT GAGES	
BL14	BURNERS, AIR REG	
BL15	FEED WATER REG	
BL16	ECONOMIZER	
BL17	SAFETY VALVES	
BL18	SMOKE INDICATOR	
BL19	SOOT BLOWER	
BL20	SUPERHEATERS	
BL21	SUPRHT TEMP REG	SUPERHEAT TEMPERATURE REGULATO
BL22	UPTAKES	
BL23	VENT,COND,DEAER	VENTS, CONDITIONERS, DEAERATOR
BL24	CONTAM STM GEN	CONTAMINATED STEAM GENERATOR
BL25	HI PRESS EVAP	
BL26	LO PRESS EVAP	

TABLE 3-7. CODE VALUES FOR MIDR (Continued)

(2) SUBSYSTEM (Continued)

SYSTEM: BOILERS (Continued)

CODE	MAP	EXPLANATION
BL27	EJECT, CONDENSER	
BL28	MAIN CONDENSER	
BL29	SALINITY INDIC	
BL30	LIQ PIPE,VALVES	
BL31	STMPIP,VALVES	STEAM PIPING VALVES
BL32	SEA VALVES	
BL33	BOILER SYS,NEC	

SYSTEM: BALLAST

CODE	MAP	EXPLANATION
BS01	PUMPS	
BS02	PUMP DRIVES	
BS03	PIPING	
BS04	PIPE FITTINGS	
BS05	CONTROLS	
BS06	VALVES	
BS07	BALLAST SYS,NEC	
BS08	SBT	SBT
BS09	CBT	CBT

SYSTEM: CARGO

CODE	MAP	EXPLANATION
CS01	TANK STRUCTURE	
CS02	FLAME SCREENS	
CS03	ULLAGE OPEN-FIT	ULLAGE OPENINGS, FITTING
CS04	PV VALVES	PRESSURE-VACUUM VALVES
CS05	SR VALVES	SAFETY-RELIEF VALVES
CS06	VENT SYSTEM	
CS07	GAUGING	
CS08	LEAK DETECTION	
CS09	HEATING SYSTEM	
CS10	REFRIGERATION	
CS11	IGS	
CS12	AIR-CONDITION	
CS13	HOSES	
CS14	PIPING	
CS15	VALVES	
CS16	PUMPS	
CS17	PUMP DRIVES	
CS18	PIPE FITTINGS	
CS19	TRANSFER CONTRL	
CS20	ELEVATORS	

TABLE 3-7. CODE VALUES FOR MIDR (Continued)

(2) SUBSYSTEM (Continued)

SYSTEM: CARGO (Continued)

CODE	MAP	EXPLANATION
CS21	CONVEYORS	
CS22	SELF UNLOADERS	
CS23	BILGE	
CS24	LEAK CONTAINMNT	
CS25	DOCS-MANIFESTS	CARGO DOCUMENTS, PAPERS, MANIF
CS26	CARGO SYS,NEC	
CS27	OIL IN FOREPEAK	OIL IN FOREPEAK
CS28	LOADING ARMS	LOADING ARMS
CS29	INTERFACE DETECT	INTERFACE DECTECTOR
CS30	CARGO ALARM	CARGO ALARM
CS31	CARGO MONITOR	CARGO MONITOR
CS32	SLOP TANK	SLOP TANK
CS33	SLUDGE TANK	SLUDGE TANK
CS34	COW	COW
CS35	NLS WASH SENSOR	
CS36	NLS STRIP EQUIP	
CS37	NLS DSCHG OUTLT	
CS38	NLS WASH EQUIP	
CS39	NLS DIS RECORDR	
CS40	NLS TEMP SYSTEM	
CS41	INCLINOMETER	

DOCUMENTS, LICENSES, PERMITS

CODE	MAP	EXPLANATION
DL01	CERT. OF INSP.	CERT. OF INSP.
DL02	SAFETY EQUIPMT	SAFETY EQUIPMT
DL03	SAFETY CONSTRN	SAFETY CONSTRN
DL04	RADIOTELEPHONE	RADIOTELEPHONE
DL05	RADIOTELEGRAPH	RADIOTELEGRAPH
DL06	LOADLINE CERT.	LOADLINE CERT.
DL07	FINANC. RESP.	FINANC. RESP.
DL08	OIL IOPP CERT.	OIL IOPP CERTIFICATE
DL09	IMO FITNESS	IMO FITNESS
DL10	LTR OF COMPL.	LTR OF COMPL.
DL11	REGISTRY	REGISTRY
DL12	IGS OPS MANUAL	IGS OPS MANUAL
DL13	COW OPS MANUAL	COW OPS MANUAL
DL14	CBT OPS MANUAL	CBT OPS MANUAL
DL15	IGS APPVL LTR	IGS APPVL LTR
DL16	COW APPVL LTR	COW APPVL LTR
DL17	CBT APPVL LTR	CBT APPVL LTR
DL18	STABILITY/TRIM	STABILITY/TRIM
DL19	OFFICERS LIC.	OFFCERS LIC.
DL20	CREW LIST	CREW LIST
DL21	D.C. MANIFEST	D.C. MANIFEST

TABLE 3-7. CODE VALUES FOR MIDR (Continued)

(2) SUBSYSTEM (Continued)

DOCUMENTS, LICENSES, PERMITS (Continued)

CODE	MAP	EXPLANATION
DL22	CARGO LOC. PLAN	CARGO LOC. PLAN
DL23	IGS RECORD BOOK	IGS RECORD BOOK
DL24	OIL XFER PROC.	OIL XFER PROC.
DL25	FCC CERT.	FCC CERT.
DL26	DECLAR. OF INSP	DECLAR. OF INSP
DL27	OIL RECORD BOOK	OIL RECORD BOOK
DL28	MARPOL MON. REC	MARPOL MON. REC
DL29	CARGO PIP. PLAN	CARGO PIP. PLAN
DL30	CARGO INF. CARD	CARGO INF. CARD
DL31	HAZ WASTE MANIF	HAZ WASTE MANIF
DL32	OCEAN DMP PERMT	OCEAN DMP PERMT
DL33	IMO MODU CODE	IMO MODU CODE
DL34	OIL DISCH PLACD	OIL DISCH PLACD
DL35	TV EXAM LETTER	TV EXAM LETTER
DL36	NEC	
DL37	NLS SHPNG PAPER	
DL38	NLS P&A MANUAL	
DL39	HAZ WASTE MANIF	
DL40	CARGO REC BOOK	
DL41	NLS IOPP CERT	
DL42	CERT OF FITNESS	

SYSTEM: DECK MACH INARY

CODE	MAP	EXPLANATION
DM01	MAST,CRANE,BOOM	
DM02	RUNNING RIGGING	
DM03	STANDNG RIGGING	
DM04	FISHING GEAR	
DM05	TOW WINCH,DRIVE	
DM06	TOW LINES	
DM07	ANCH WIND,DRIVE	ANCHOR WINDLASS, DRIVE
DM08	ANCH CHAIN,CBLE	
DM09	MOOR WNCH,DRIVE	
DM10	MOOR LINES	
DM11	CAPSTANS	
DM12	BOW THRUSTER	
DM13	STERN THRUSTER	
DM14	HATCH COV MACHY	HATCH COVER MACHINERY
DM15	DECK MACHRY,NEC	

TABLE 3-7. CODE VALUES FOR MIDR (Continued)

(2) SUBSYSTEM (Continued)

SYSTEM: ELECTRICAL

CODE	MAP	EXPLANATION
ES01	SERVICE GENERAT	
ES02	SERV GEN DRIVE	
ES03	SERV SUPPORTS	SERVICE GENERATOR SUPPORTS
ES04	SERV BATTS,CHRG	SERVICE SYSTEM BATTERIES, CHAR
ES05	EMER GENERATOR	
ES06	EMER GEN DRIVE	
ES07	EMER SUPPORTS	EMERGENCY GENERATOR SUPPORTS
ES08	EMER BATTS,CHRG	EMERGENCY BATTERIES, CHARGING
ES09	SERV SWITCHBORD	
ES10	EMER SWITCHBORD	
ES11	DIST PANELS	
ES12	LIGHTING PANELS	
ES13	POWER PANELS	
ES14	TEST PANELS	
ES15	WIRING,GEN'L	
ES16	LIGHTS,FIXTURES	
ES17	TRNASFORMERS	
ES18	MISC MOTORS,CTR	
ES19	ELECT SYS,NEC	

SYSTEM: FIRE FIGHTING

CODE	MAP	EXPLANATION
FF01	MN PIPE,VALVES	MAIN PIPING, VALVES
FF02	MN PUMPS,DRIVES	MAIN PUMPS, PUMP DRIVE
FF03	MN HOSE,NOZ,HYD	MAIN HOSE, NOZZLES, HYDRANTS
FF04	MAIN SYS,NEC	
FF05	SPRINK-PIPING	
FF06	SPRINK-CONTROLS	
FF07	SPRINK SYS,NEC	
FF08	FIXCO2-PIPING	
FF09	FIXCO2-CONTROLS	
FF10	FIXCO2-STORAGE	
FF11	FIXCO2-SYS,NEC	
FF12	FFOAM-PIPE,PUMP	FIXED FOAM SYSTEM PIPING, PUMP
FF13	FFOAM-CONTROLS	FIXED FOAM SYSTEM CONTROLS
FF14	FFOAM-PRESS VES	FIXED FOAM SYSTEM PRESSURE VES
FF15	FFOAM-OTHER	
FF16	PHALON-PIPING	FIXED HALON SYSTEM PIPING
FF17	PHALON-CONTROLS	FIXED HALON SYSTEM CONTROLS
FF18	PHALON-STORAGE	FIXED HALON STORAGE SYSTEM
FF19	PHALON SYS,NEC	FIXED HALON SYSTEM ELEMENTS, N
FF20	PORTABLE EQUIP	
FF21	FIRE DET,ALARMS	FIRE DETECTION AND ALARM SYSTE
FF22	FIRE AXES	
FF23	OUTFITS,APPARAT	FIREMANS OUTFITS, BREATHING AP

TABLE 3-7. CODE VALUES FOR MIDR (Continued)

(2) SUBSYSTEM (Continued)

SYSTEM: FIRE FIGHTING (Continued)

CODE	MAP	EXPLANATION
FF24	FIRE DOORS,CONT	FIRE DOORS AND CONTROLS
FF25	FIRE FIGHT,NEC	
FF26	INTL SHORE CONN	INTL SHORE CONN

SYSTEM: HABITATION

CODE	MAP	EXPLANATION
HA01	GALLEY EQUIP	
HA02	LAUNDRY EQUIP	
HA03	AC,HEATING	AIR CONDITIONING, HEATING
HA04	VENTILATION	
HA05	GANGWAY	
HA06	DECK,LADDER SUR	DECK SURFACES, LADDER SURFACES
HA07	RAIL,LIFELINES	
HA08	PRESSURE VESSEL	
HA09	PIPE,VALVE,GENL	
HA10	MSD	MSD
HA11	HABIATION,NEC	HABITATION,NEC

SYSTEM: HULL

CODE	MAP	EXPLANATION
HS01	SIDE PLATING	
HS02	BOTTOM PLATING	
HS03	KEEL-FRAME	KEEL,STEM,STERN
HS04	MAIN DECK	INCLUDING TANK TAOPS ON TANK S
HS05	TANK TOPS	DOUBLE BOTTOM TANKS, DEEP TAN
HS06	BULKHDS-TRANS	TRANSVERSE BULKHEADS
HS07	BULKHADS-LONG	LONGITUDINAL BULKHEADS
HS08	FRAMING-GEN'L	
HS09	CONTAINER GUIDE	
HS10	SUPERSTRUCTURE	
HS11	HULL GENERAL	
HS12	CARGO FITTINGS	CARGO FITTINGS-CLEATS
HS13	MOORING FITTIN	MOORING FITTINGS,BITTS,FOUNDA
HS14	WATERTITE DOORS	
HS15	HATCH COVERS	
HS16	SEA SHCEST-STR.	SEA CHESTS, STRAINERS
HS17	RAKE END	RAKE END OF BARGE
HS18	HULL SYSTEM,NEC	

TABLE 3-7. CODE VALUES FOR MIDR (Continued)

(2) SUBSYSTEM (Continued)

SYSTEM: LIFESAVING

CODE	MAP	EXPLANATION
LS01	RESCUE BOAT	
LS02	LIFEBOAT, GENL	
LS03	LIFEBOAT PROPUL	
LS04	LIFEBOAT EQUIP	
LS05	LAUNCH, DISENGAG	
LS06	PFD-GENERAL	
LS07	RING LIFEBOUYS	
LS08	LINE THROW APP	
LS09	EMBARKATION AID	
LS10	DISTRESS SIGNAL	
LS11	LIFESAVING, NEC	

SYSTEM:

CODE	MAP	EXPLANATION
NC01	COMMS FOR XFER	COMMUNICATIONS FOR TRANSFER OP
NC02	NOTICE OF XFER	ADVANCE NOTICE OF TRANSFER OPS

SYSTEM: NAVIGATION

CODE	MAP	EXPLANATION
NS01	RADAR	
NS02	FATHOMETER	
NS03	COURSE RECORDER	
NS04	ANTI-COLL RADAR	
NS05	MAG COMPASS	
NS06	EPIRB	
NS07	RDF	
NS08	GYRO COMPASS	
NS09	LORAN RECIEVER	
NS10	CHARTS-TABLES	
NS11	SHIPS BELL	
NS12	SIGNAL LIGHTS	
NS13	RUNNING LIGHTS	
NS14	NAVSAT	
NS15	WHISTLE	
NS16	TELEPHONE	
NS17	B-B RADIO	
NS18	CALL BELL SYST	
NS19	SHAFT RPM INDIC	
NS20	ENG ORDER TEL	
NS21	RADIO TELEGRAPH	
NS22	WHEELHOUS ALARM	
NS23	PRESSURE VESSEL	
NS24	NAVIGATION, NEC	

TABLE 3-7. CODE VALUES FOR MIDR (Continued)

(2) SUBSYSTEM (Continued)

SYSTEM: PROPULSION

CODE	MAP	EXPLANATION
PP01	ER CONTROLLERS	ENGINEROOM CONTROLLERS
PP02	ER INSTRUMENTS	ENGINEROOM INSTRUMENTS
PP03	ER CONSOLE	ENGINEROOM CONSOLE
PP04	BR CONTROLLER	BRIDGE CONTROLLERS
PP05	BR INSTRUMENTS	BRIDGE INSTRUMENTS
PP06	BR CONSOLE	BRIDGE CONSOLE
PP07	PRIME-MOVER	
PP08	GOVERNING SYST	
PP09	PROPELLER	
PP10	PROPELLER CONTR	PROPELLER CONTROLS
PP11	LINE SHAFT	
PP12	TAIL SHAFT	
PP13	CLUTCH-COUPLING	
PP14	REDUCTION GEAR	
PP15	THRUST BEARING	
PP16	STERN TUBE BRG	
PP17	LINE BEARINGS	
PP18	JACKING GEAR	
PP19	FUEL SYSTEM	
PP20	LUBE SYSTEM	
PP21	BILGE	
PP22	PRESSURE VESSEL	
PP23	PROPULSION,NEC	
PP24	O/W SEPARATOR	BILGE OIL-WATER SEPARATOR
PP25	BILGE MONITOR	BILGE MONITOR
PP26	BILGE ALARM	BILGE ALARM
PP27	XFER CONTAINMNT	FUEL OIL/LUBE OIL CONTAINMENT
PP28	STD DISCH CONN	STANDARD DISCH FUEL OIL CONN

TABLE 3-7. CODE VALUES FOR MIDR (Continued)

(2) SUBSYSTEM

SYSTEM: STEERING

CODE	MAP	EXPLANATION
SS01	X-HEAD,DRIVE	
SS02	FOLLOW-UP LINKS	
SS03	HYDRAULIC SYST	
SS04	LUBE SYSTEM	
SS05	PUMPS	
SS06	RAMS,CYLINDERS	
SS07	STANDS,TRICK WL	
SS08	RUDDER-GENERAL	
SS09	CARRIER BEARING	
SS10	HORN	
SS11	PINTLE,GUDGEON	
SS12	STOCK BEARING	
SS13	STOCK PACKING	
SS14	FLANKING RUDDER	
SS15	PRESSURE VESSEL	
SS16	STEERING CONTRL	
SS17	STRG GEAR-GEN'L	
SS18	EMERG STEER-GEN	
SS19	GYRO PILOT	
SS20	RUDDER ANG IND	RUDDER ANGLE INDICATOR
SS21	STEERING, NEC	

(3) LOCATION

CODE	EXPLANATION	CODE	EXPLANATION
BR	BRIDGE	MP	MULTIPLE AREAS
BW	FORWARD AREA	MR	MAST-BOOMS-RIG
CH	CARGO HOLDS	MS	MACHINERY SPACES
CP	CARGO PUMP ROOM	OD	OPEN DECK
CT	CARGO TANKS	OF	OFFICES
DS	DECK STORES	PL	PAINT LOCKER
EG	EMER GEN SPACE	PW	PASSAGEWAYS
ER	ENGINE ROOM	SA	SHAFT ALLEY
ES	ENGINEER STORES	SB	SEG BALLAST TNK
FP	FOREPEAK	SS	STEERING SPACE
FR	FIRE ROOM	ST	AFT AREA
FT	FUEL TANKS	UN	UNCLASSIFIED
GL	GALLEY-LAUNDRY	VC	VOID-COFFERDAM
LS	LIVING SPACES	VS	VEHICLE SPACES
MB	MIDBODY AREA	WR	WINDLASS ROOM

TABLE 3-7. CODE VALUES FOR MIDR (Continued)

(4) TYPE

CODE		EXPLANATION	CODE		EXPLANATION
BKD	-	BUCKLED	MSL	-	MISALIGN
BNT	-	BENT	NAP	-	NOT APPR
BRS	-	BURST	NEC	-	NEC
FRA	-	FRACTURE	ODD	-	OUTDATED
HOL	-	HOLED	PIT	-	PITTED
IND	-	INDENTED	PRT	-	PARTED
IMP	-	IMPROPER	RPR	-	IMP REPR
INS	-	INSUFFIC	STW	-	IMP STOW
JTR	-	JOINTEAR	SUP	-	SET UP
JWS	-	JOINWAST	TRN	-	TORN
LSE	-	LOOSE	UNC	-	UNCLEAN
MAL	-	MALFUNCT	WRN	-	WORN
MSG	-	MISSING	WST	-	WASTED

(5) CAUSE

CODE		EXPLANATION	CODE		EXPLANATION
ACC	-	ACCIDENT DAMAGE	NEC	-	CAUSE-NEC
ACS	-	ACCIDENT SUSP	NSV	-	NORMAL SERVICE
APP	-	IMP APPLICATION	NWR	-	NORMAL WEAR
CRN	-	CORROSION	MNT	-	IMP MAINTENANCE
DEF	-	MATERIAL DEFECT	OHW	-	OVERLOAD-WEATHR
DES	-	IMP DESIGN	OPF	-	OVERLOAD-PF
ERN	-	EROSION	PFG	-	PERS FAULT GENL
HDL	-	IMP HANDLING	STW	-	IMP STOWAGE
INS	-	IMP INSTALL	UNK	-	UNKOWN CAUSE

TABLE 3-7. CODE VALUES FOR MIDR (Continued)

(6) PORT CODES

CODE	EXPLANATION
GMP	CG HEADQUARTERS (G-MP-4)
GMMI	(G-MMI)
GMTH	(G-MTH)
GMVI	(G-MVI)
GMVD	(G-MVD)
GWP	(G-WP)
GWER	(G-WER)
GWPE	(G-WPE)
NRC	(G-TGC)
GTDS	(G-TDS)
GMSC	MARINE SAFETY CENTER
MSS	MARINE SAFETY SCHOOL
01M	COMMANDER, FIRST CG DISTRICT (M)
BOSMS	MSO BOSTON, MA
BOSVD	VESDOC, BOSTON, MA
POMMS	MSO PORTLAND, ME
BAND	MSO BANGOR, ME
PROMS	MSO PROVIDENCE, RI
CODD	MSO CAPE COD, MA
NYCMI	MIO NEW YORK, NY
NYCVD	VESDOC NEW YORK, NY
NLOD	MIDET NEW LONDON, CT
LISCP	COTP LONG ISLAND SOUND, CT
LISD	PSD NEW LONDON, CT
NYCCP	COTP NEW YORK, NY
02M	COMMANDER, SECOND CG DISTRICT (M)
HUNMS	MSO HUNTINGTON, WV
MARD	MSD MARIETTA, OH
LOUMS	MSO LOUISVILLE, KY
EVND	MSD EVANSVILLE, TN
CIND	MSD CINCINNATI, OH
MEMMS	MSO MEMPHIS, TN
GRND	MSD GREENVILLE, MS
NASMS	MSO NASHVILLE, TN
DECD	MSO DECATUR, AL
PADMS	MSO PADUCAH, KY
PITMS	MSO PITTSBURGH, PA
SLMMS	MSO ST. LOUIS, MO
SLMVD	VESDOC ST. LOUIS, MO
PEOD	MSD PEORIA, IL
STPD	MSD MINN./ST. PAUL
DAVD	MSD DAVENPORT, IA

TABLE 3-7. CODE VALUES FOR MIDR (Continued)

(6) PORT CODES (Continued)

CODE	EXPLANATION
05M	COMMANDER, FIFTH CG DISTRICT (M)
BALMS	MSO BALTIMORE, MD
HMRMS	MSO HAMPTON ROADS, VA
HMRVD	VESDOC HAMPTON ROADS, VA
WNCMS	MSO WILMINGTON, NC
MHCD	MSD MOREHEAD CITY, NC
PHIMI	MIO PHILADELPHIA, PA
PHIVD	VESDOC PHILADELPHIA, PA
PHICP	COTP PHILADELPHIA, PA
07M	COMMANDER, SEVENTH CG DISTRICT (M)
070PC	COMMANDER, SEVENTH CG DISTRICT (OPCEN)
CHAMS	MSO CHARLESTON, SC J
ACMS	MSO JACKSONVILLE, FL
MIAMS	MSO MIAMI, FL
MIAVD	VESDOC MIAMI, FL
KEYD	MSD KEY WEST, FL
SJPMS	MSO SAN JUAN, PR
PTPD	MSD PORT PONCE, PR
STTD	MSD ST. THOMAS, USVI
SAVMS	MSO SAVANNAH, GA
TAMMS	MSO TAMPA, FL
08M	COMMANDER, EIGHTH CG DISTRICT (M)
08MMT	COMMANDER, EIGHTH CG DISTRICT (MMT)
CORMS	MSO CORPUS CHRISTI, TX
BRND	MSO BROWNSVILLE, TX
GALMS	MSO GALVESTON, TX
MOBMS	MSO MOBILE, AL
PATMS	MSO PORT ARTHUR, TX
LKCD	MSD LAKE CHARLES, LA
HOUMI	MIO HOUSTON, TX
HOUVD	VESDOC HOUSTON, TX
NEWMI	MIO NEW ORLEANS, LA
NEWVD	VESDOC NEW ORLEANS, LA
BATD	MIDET BATON ROUGE, LA
HMAD	MIDET HOUMA, LA
MORD	MIDET MORGAN CITY, LA
AVND	AVONDALE SHIPYARD
HOUCP	COTP HOUSTON, TX
NEWCP	COTP NEW ORLEANS, LA
BERD	PSD BERWICK BAY, LA

TABLE 3-7. CODE VALUES FOR MIDR (Continued)

(6) PORT CODES (Continued)

CODE	EXPLANATION
09M	COMMANDER, NINTH CG DISTRICT (M)
CLEVD	VESDOC CLEVELAND, OH
BUFMS	MSO BUFFALO, NY
ALXD	MSD ALEXANDRIA BAY, NY
CHIMS	MSO CHICAGO, IL
CLEMS	MSO CLEVELAND, OH
DETMS	MSO DETROIT, MI
DULMS	MSO DULUTH, MN
MILMS	MSO MILWAUKEE, WI
TOLMS	MSO TOLEDO, OH
SIMMI	MIO ST. IGNACE, MI
STBMI	MIO STURGEON BAY, WI
MUSCP	COTP MUSKEGON, MI
SSMCP	COTP SAULT STE MARIE, MI
11M	COMMANDER, ELEVENTH CG DISTRICT (M)
LOSMS	MSO LONG BEACH, CA
LOSVD	VESDOC LONG BEACH, CA
SBCD	MSD SANTA BARBARA, CA
SDCMS	MSO SAN DIEGO, CA
SFCMS	MSO SAN FRANCISCO, CA
SFCVD	VESDOC SAN FRANCISCO, CA
COND	MSD CONCORD, CA
13M	COMMANDER, THIRTEENTH CG DISTRICT (M)
PORMS	MSO PORTLAND, OR
PORVD	VESDOC PORTLAND, OR
ASTD	MSD ASTORIA, OR
COOD	MSD COOS BAY, OR
SEAMS	MSO SEATTLE, WA
SEAVD	VESDOC SEATTLE, WA
ANAD	MSD ANACORTES, WA
14M	COMMANDER, FOURTEENTH CG DISTRICT (M)
HONMS	MSO HONOLULU, HI
HONVD	VESDOC HONOLULU, HI
GUAD	MSD GUAM
17M	COMMANDER, SEVENTEENTH CG DISTRICT (M)
ANCMS	MSO ANCHORAGE, AK
KEND	MSD KENAI, AK
KODD	MSD KODIAK, AK
JUNMS	MSO JUNEAU, AK
JUNVD	VESDOC JUNEAU, AK
KETD	MSD KETCHIKAN, AK
SITD	MSD SITKA, AK
VALMS	MSO VALDEZ, AK

TABLE 3-7. CODE VALUES FOR MIDR (Continued)

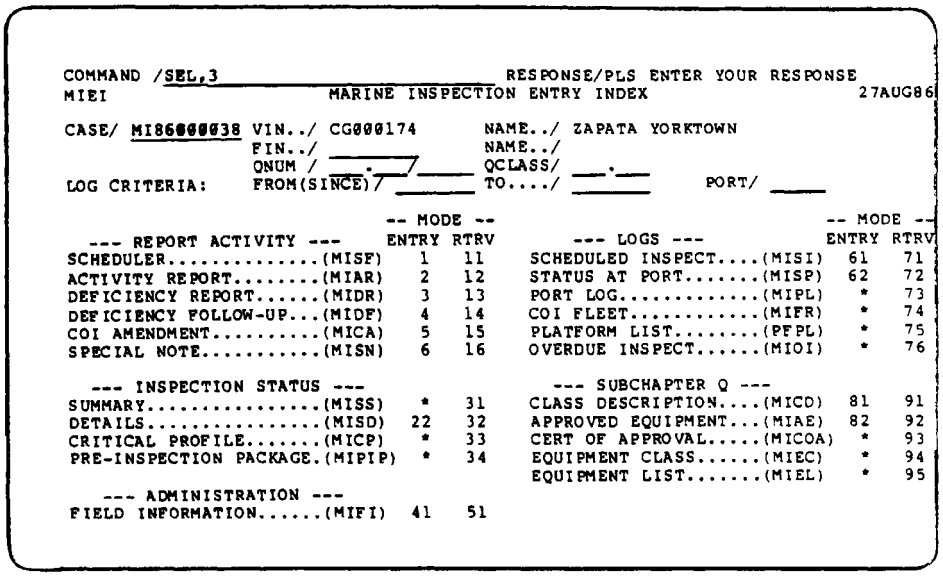
The following section of port codes can be used as a Historical Reference. These port codes were implemented at one time, so they can appear in the PORT slot. However, they are not to be used for E(ntry) purposes.

CODE	EXPLANATION
03M	COMMANDER, THIRD CG DISTRICT (M)
03MMT	COMMANDER, THIRD CG DISTRICT (MMT)
12M	COMMANDER, TWELFTH CG DISTRICT (M)
CINMS	MSO CINCINNATI, OH
LOSMI	MIO LONG BEACH, CA
SEAMI	MIO SEATTLE, WA
STBMS	MSO STURGEON BAY, WI

MIDR/Entry/Entering a Deficiency Report

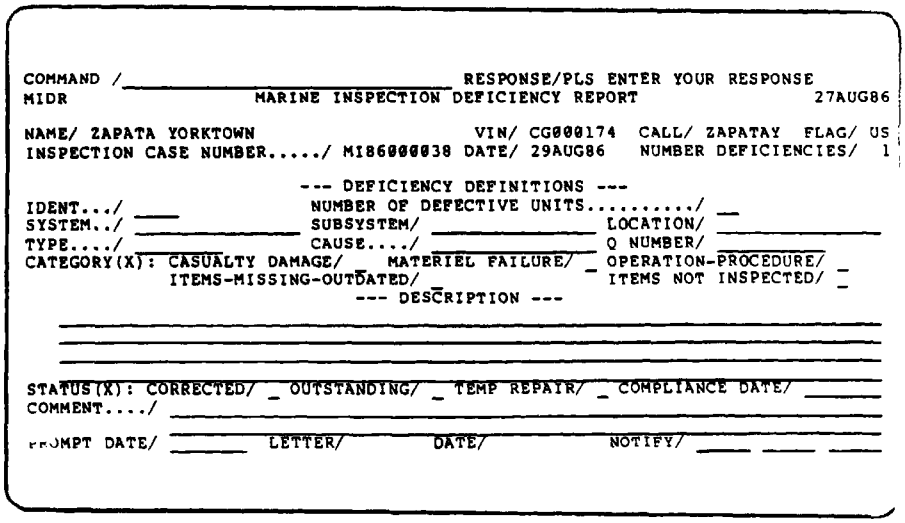
STEP 1

- Enter a valid Case Number on MIEI
- COMMAND:**SEL,3**
- SEND



STEP 2

- MSIS responds with MIDR form



STEP 3

- Enter the deficiency data
- SEND

```
COMMAND /_____ RESPONSE/PLS ENTER YOUR RESPONSE
MIDR          MARINE INSPECTION DEFICIENCY REPORT                27AUG86

NAME/ ZAPATA YORKTOWN                VIN/ CG0000174  CALL/ ZAPATAY  FLAG/ US
INSPECTION CASE NUMBER...../ MI86000038 DATE/ 29AUG86  NUMBER DEFICIENCIES/  1

                        --- DEFICIENCY DEFINITIONS ---
IDENT.../ 0001          NUMBER OF DEFECTIVE UNITS...../ 2
SYSTEM../ CS            SUBSYSTEM/ CS01          LOCATION/ CH
TYPE..../ BKD           CAUSE..../ DEF           Q NUMBER/
CATEGORY(X): CASUALTY DAMAGE/   MATERIEL FAILURE/ X OPERATION-PROCEDURE/
             ITEMS-MISSING-OUTDATED/               ITEMS NOT INSPECTED/
                        --- DESCRIPTION ---
ITEMS NEED TO BE RELACED AND CANNOT BE USED FOR CARGO UNTIL SUCH TIME

STATUS(X): CORRECTED/  OUTSTANDING/ X TEMP REPAIR/   COMPLIANCE DATE/ 27SEP86
COMMENT..../ VESSEL ANTICIPATING BEING AT CORMS BY 01SEP86 AND SHOULD HAVE
             DEFICIENCY CLEARED AT THAT TIME
PROMPT DATE/ 01SEP86 LETTER/        DATE/          NOTIFY/ CORMS
```

STEP 4

- MSIS responds with confirmation

```
COMMAND /_____ RESPONSE/MIEI  NEXT ON QUEUE
MIDR          MARINE INSPECTION DEFICIENCY REPORT                27AUGE

NAME/ ZAPATA YORKTOWN                VIN/ CG0000174  CALL/ ZAPATAY  FLAG/ U
INSPECTION CASE NUMBER...../ MI86000038 DATE/ 29AUG86  NUMBER DEFICIENCIES/

REPORT HAS NUM DEF NOTED ABOVE
```

MIDR/Entry/Correcting or Adding to a Deficiency Report

STEP 1

- Enter a valid Case Number on MIEI
- COMMAND: **SEL,3**
- SEND

```
COMMAND /SEL,3                          RESPONSE/PLS ENTER YOUR RESPONSE
MIEI                  MARINE INSPECTION ENTRY INDEX                  27AUG86

CASE/ MI86000038 VIN../ CG000174      NAME../ ZAPATA YORKTOWN
                 FIN../ _____         NAME../
                 QNUM / ___.___/____  QCLASS/ ___.___
LOG CRITERIA:    FROM(SINCE)/ _____   TO..../ _____     PORT/ ____

                              -- MODE --                          -- MODE --
  --- REPORT ACTIVITY ---     ENTRY RTRV     --- LOGS ---         ENTRY RTRV
SCHEDULER.............(MISF)   1   11   SCHEDULED INSPECT....(MISI)  61   71
ACTIVITY REPORT.......(MIAR)   2   12   STATUS AT PORT.......(MISP)  62   72
DEFICIENCY REPORT.....(MIDR)   3   13   PORT LOG............(MIPL)   *   73
DEFICIENCY FOLLOW-UP...(MIDF)  4   14   COI FLEET...........(MIFR)   *   74
COI AMENDMENT.........(MICA)   5   15   PLATFORM LIST.......(PFPL)   *   75
SPECIAL NOTE..........(MISN)   6   16   OVERDUE INSPECT.....(MIOI)   *   76

  --- INSPECTION STATUS ---              --- SUBCHAPTER Q ---
SUMMARY...............(MISS)   *   31   CLASS DESCRIPTION....(MICD)  81   91
DETAILS...............(MISD)  22   32   APPROVED EQUIPMENT...(MIAE)  82   92
CRITICAL PROFILE......(MICP)   *   33   CERT OF APPROVAL.....(MICOA)  *   93
PRE-INSPECTION PACKAGE.(MIPIP) *   34   EQUIPMENT CLASS.....(MIEC)   *   94
                                        EQUIPMENT LIST.......(MIEL)   *   95
  --- ADMINISTRATION ---
FIELD INFORMATION.....(MIFI)  41   51
```

STEP 2

- MSIS responds with the existing data and two blank paragraphs

```
COMMAND /_____                          RESPONSE/PLS ENTER YOUR RESPONSE
MIDR                  MARINE INSPECTION DEFICIENCY REPORT             27AUG86

NAME/ ZAPATA YORKTOWN                  VIN/ CG000174  CALL/ ZAPATAY  FLAG/ US
INSPECTION CASE NUMBER...../ MI86000038 DATE/ 29AUG86  NUMBER DEFICIENCIES/  1

                        --- DEFICIENCY DEFINITIONS ---
IDENT.../ 0001          NUMBER OF DEFECTIVE UNITS...../ 2
SYSTEM../ CARGO_____    SUBSYSTEM/ TANK STRUCTURE  LOCATION/ CARGO HOLDS___
TYPE..../ BUCKLED       CAUSE..../ MATERIAL DEFECT Q NUMBER/
CATEGORY(X): CASUALTY DAMAGE/   MATERIEL FAILURE/ X OPERATION-PROCEDURE/ _
             ITEMS-MISSING-OUTDATED/                ITEMS NOT INSPECTED/ _
                          --- DESCRIPTION ---
   ITEMS NEED TO BE RELACED AND CANNOT BE USED FOR CARGO UNTIL SUCH TIME_____
   _____
   _____

STATUS(X): CORRECTED/ _ OUTSTANDING/ X TEMP REPAIR/ _ COMPLIANCE DATE/ 27SEP86
COMMENT..../ VESSEL ANTICIPATING BEING AT CORMS BY 01SEP86 AND SHOULD HAVE___
             DEFICIENCY CLEARED AT THAT TIME_____
PROMPT DATE/ 02OCT86  LETTER/       DATE/          NOTIFY/ ___ ___ ___

IDENT.../ ___           NUMBER OF DEFECTIVE UNITS...../ _
SYSTEM../ _____         SUBSYSTEM/ _____  LOCATION/ _____
TYPE..../ _____         CAUSE..../ _____  Q NUMBER/ _____
CATEGORY(X): CASUALTY DAMAGE/   MATERIEL FAILURE/ _ OPERATION-PROCEDURE/ _
             ITEMS-MISSING-OUTDATED/                ITEMS NOT INSPECTED/ _
                          --- DESCRIPTION ---
   _____
   _____
   _____

STATUS(X): CORRECTED/ _ OUTSTANDING/ _ TEMP REPAIR/ _ COMPLIANCE DATE/ _____
COMMENT..../ _____
   _____
PROMPT DATE/ _____ LETTER/       DATE/          NOTIFY/ ___ ___ ___

IDENT.../ ___           NUMBER OF DEFECTIVE UNITS...../ _
SYSTEM../ _____         SUBSYSTEM/ _____  LOCATION/ _____
TYPE..../ _____         CAUSE..../ _____  Q NUMBER/ _____
CATEGORY(X): CASUALTY DAMAGE/   MATERIEL FAILURE/ _ OPERATION-PROCEDURE/ _
             ITEMS-MISSING-OUTDATED/                ITEMS NOT INSPECTED/ _
                          --- DESCRIPTION ---
   _____
   _____
   _____

STATUS(X): CORRECTED/ _ OUTSTANDING/ _ TEMP REPAIR/ _ COMPLIANCE DATE/ _____
COMMENT..../ _____
   _____
PROMPT DATE/ _____ LETTER/       DATE/          NOTIFY/ ___ ___ ___
```

STEP 3

- The user enters a second deficiency to the MIDR
- SEND

```
 COMMAND /_____ RESPONSE/PLS ENTER YOUR RESPONSE
MIDR                MARINE INSPECTION DEFICIENCY REPORT                27AUG'

NAME/ ZAPATA YORKTOWN                    VIN/ CG0000174  CALL/ ZAPATAY  FLAG/ U
INSPECTION CASE NUMBER...../ MI86000038 DATE/ 29AUG86   NUMBER DEFICIENCIES/  1

                        --- DEFICIENCY DEFINITIONS ---
IDENT.../ 0001           NUMBER OF DEFECTIVE UNITS...../ 2
SYSTEM../ CARGO          SUBSYSTEM/ TANK STRUCTURE  LOCATION/ CARGO HOLDS
TYPE..../ BUCKLED        CAUSE..../ MATERIAL DEFECT Q NUMBER/
CATEGORY(X): CASUALTY DAMAGE/   MATERIEL FAILURE/ X OPERATION-PROCEDURE/
             ITEMS-MISSING-OUTDATED/                ITEMS NOT INSPECTED/
                          --- DESCRIPTION ---
   ITEMS NEED TO BE RELACED AND CANNOT BE USED FOR CARGO UNTIL SUCH TIME
STATUS(X): CORRECTED/   OUTSTANDING/ X TEMP REPAIR/   COMPLIANCE DATE/ 27SEP86
COMMENT..../ VESSEL ANTICIPATING BEING AT CORMS BY 01SEP86 AND SHOULD HAVE
             DEFICIENCY CLEARED AT THAT TIME
PROMPT DATE/ 02OCT86  LETTER/        DATE/          NOTIFY/

IDENT.../ 0002           NUMBER OF DEFECTIVE UNITS...../ 1
SYSTEM../ HULL           SUBSYSTEM/ HS05          LOCATION/
TYPE..../                CAUSE..../               Q NUMBER/
CATEGORY(X): CASUALTY DAMAGE/   MATERIEL FAILURE/ X OPERATION-PROCEDURE/
             ITEMS-MISSING-OUTDATED/                ITEMS NOT INSPECTED/
                          --- DESCRIPTION ---
   HULL ON PORT SIDE HAS MINOR PERFORATIONS
STATUS(X): CORRECTED/   OUTSTANDING/ X TEMP REPAIR/ X COMPLIANCE DATE/ 27SEP86
COMMENT..../ INSIDE WALL WAS WELDED, BUT OUTSIDE WALL STILL NEEDS REPAIR.
PROMPT DATE/         LETTER/        DATE/          NOTIFY/

IDENT.../                NUMBER OF DEFECTIVE UNITS...../
SYSTEM../                SUBSYSTEM/               LOCATION/
TYPE..../                CAUSE..../               Q NUMBER/
CATEGORY(X): CASUALTY DAMAGE/   MATERIEL FAILURE/   OPERATION-PROCEDURE/
             ITEMS-MISSING-OUTDATED/                ITEMS NOT INSPECTED/
                          --- DESCRIPTION ---
STATUS(X): CORRECTED/   OUTSTANDING/   TEMP REPAIR/   COMPLIANCE DATE/
COMMENT..../
PROMPT DATE/         LETTER/        DATE/          NOTIFY/
```

STEP 4

- MSIS responds with confirmation

```
COMMAND /_____ RESPONSE/MIEI  NEXT ON QUEUE
MIDR                MARINE INSPECTION DEFICIENCY REPORT                27AUG86

NAME/ ZAPATA YORKTOWN                    VIN/ CG0000174  CALL/ ZAPATAY  FLAG/ US
INSPECTION CASE NUMBER...../ MI86000038 DATE/ 29AUG86   NUMBER DEFICIENCIES/  2

REPORT HAS NUM DEF NOTED ABOVE
```

E. Marine Inspection Deficiency Follow-up -- MIDF.

1. **MIDF** Purpose and Description.

   a. Permits the recording of follow-up actions concerning deficiencies found during an inspection performed on a particular vessel or facility.

   b. Is displayed .and used as an add-on to a specific deficiency previously identified on MIDR.

   c. Displays either vessel or facility identifying information, depending on whether the follow-up concerns a vessel or facility.

   d. Generates morning report entries for those ports listed in the Notify slots on MIDF.

   e. Automatically generates a Morning Report entry to the issuing port when a follow-up is filed by another port.

   f. Prompts the generation of a new Marine Inspection Letter of Extension of Requirements (MILER) letter if the follow-up extends the deficiency compliance date.

   g. Resets the generation dates for the Marine Inspection Initial Letter of Non-Compliance (MILLN) and the Marine Inspection Final Letter of Non-Compliance (MIFLN) letters if the prompt date is changed.

   h. Writes the MIDF comments to MIDR when the deficiency is cleared.

   i. Figure 3-4 shows the data definitions for MIDF. See Table 3-8 for the code values and Enclosure (1) for the abbreviation meanings.

   j. The use of MIDF is illustrated in the following example sequence entitled: Entering a Follow-up Report to an Outstanding Requirement.

2. Accessing **MIDF.**

   a. Menu. MIDF is normally accessed through MIEI.

   b. Free-Form. MIDF can be accessed through free-form with:

      -MIDF,R,CASE=<inspection case number>*

      where:

R = retrieval mode
CASE = inspection case number

- In **E(ntry)** and **U(Ddate]** modes, MIDF must be accessed through MIEI.

EXAMPLE: **-MIDF,R,CASE=MI86000342**

c. Selection From Other Products. MIDF is not accessed from other products.

d. Product Use Authority Levels. Retrieval - 1 Entry - 2

3. **MIDF Data.** Entry Requirements and Explanation.

a. General Processing. MIDF is accessed through MIEI. MSIS responds with a special MIEI screen containing twenty (20) lines which requires the user to enter the IDENTs and Case Numbers for the follow-ups to be filed. If the Case Number is the same for multiple deficiencies, the user need only enter it on the first line of the group of IDENTs being entered. The user presses **SEND** to receive MIDF(s). (If more than one Case Number or IDENT is identified, the MIDFs will be queued up in a series.) Each MIDF is displayed with the deficiency definition, including current status information, all previously filed follow-up actions (if any) and a blank follow-up paragraph. When a deficiency is cleared, comments from the follow-up are written to MIDR. MIDF does not clear a Port Safety Discrepancy.

b. Special Processing. MIDF may be updated by ports other than the issuing port. However, the only permissable actions are to enter comments or to clear the deficiency.

```
COMMAND /_____ RESPONSE/PLS ENTER YOUR RESPONSE
 MIDF              MARINE INSPECTION DEFICIENCY FOLLOW-UP              27AUG86

 NAME/ HOLLYWOOD CHEM JIM                VIN/ CG000135  CALL/ JRW45    FLAG/ US
 INSPECTION CASE NUMBER...../ MI86000008 DATE/ 06AUG86

                              ---DEFICIENCY DEFINITION---
      IDENT /D1                NUMBER OF DEFECTIVE UNITS/ 1
      SYSTEM/HULL              SUBSYS./SIDE PLATING     LOCATION/CARGO TANK
      TYPE../HOLED             CAUSE../ACCIDENT DAMAGE  Q NUMBER/
      CATEGORY: CASUALTY DAMAGE/ X  MATERIEL FAILURE/    OPERATION-PROCEDURE/
                ITEMS MISSING-OUTDATED/    ITEMS NOT INSPECTED/
                              ---DEFICIENCY DESCRIPTION---
     EFFECT PERMANENT REPAIRS TO VESSEL'S PORT SIDE SHELL, PLATES D,E,F IN WAY
     OF NUMBER 2 CARGO TANK.



                                   ---CURRENT STATUS---
      CORRECTED/    OUTSTANDING/ X  TEMP REPAIR/     COMPLIANCE DATE/ 01SEP86
      COMMENT/VSL SHOULD BE EXAMINED FOR ADDITIONAL DAMAGE RESULTING FROM
              COLLISION.
      PROMPT DATE/ 06SEP86 LETTER/       DATE/          NOTIFY/

 ITEM                         ---FOLLOW-UP ACTIONS---
   1. DATE/ 20AUG86  PORT/ CORMS  INCIDENT CASE NUM/ CASE      CASE ITEM/ 1
      STATUS: CORRECTED/ X** OUTSTAND./ X** TEMP REP/ X** COMPLIANCE DATE/ X***
      COMMENT/ NARR
      _____
      NEW PROMPTER DATE/ CD@     NOTIFY/ (1)  (1)  (1)
```

*** Field must be filled in if OUTSTANDING slot or TEMP REPAIR slot is "X"'ed.

** One of these fields must be filled in on initial entry.

@ This slot is locked for facilities.

TABLE 3-8. CODE VALUES FOR MIDF (Continued)

(1) PORT CODES

CODE	EXPLANATION
GMP	CG HEADQUARTERS (G-MP-4)
GMMI	(G-MMI)
GMTH	(G-MTH)
GMVI	(G-MVI)
GMVD	(G-MVD)
GWP	(G-WP)
GWER	(G-WER)
GWPE	(G-WPE)
NRC	(G-TGC)
GTDS	(G-TDS)
GMSC	MARINE SAFETY CENTER
MSS	MARINE SAFETY SCHOOL
01M	COMMANDER, FIRST CG DISTRICT (M)
BOSMS	MSO BOSTON, MA
BOSVD	VESDOC, BOSTON, MA
POMMS	MSO PORTLAND, ME
BAND	MSO BANGOR, ME
PROMS	MSO PROVIDENCE, RI
CODD	MSO CAPE COD, MA
NYCMI	MIO NEW YORK, NY
NYCVD	VESDOC NEW YORK, NY
NLOD	MIDET NEW LONDON, CT
LISCP	COTP LONG ISLAND SOUND, CT
LISD	PSD NEW LONDON, CT
NYCCP	COTP NEW YORK, NY
02M	COMMANDER, SECOND CG DISTRICT (M)
HUNMS	MSO HUNTINGTON, WV
MARD	MSD MARIETTA, OH
LOUMS	MSO LOUISVILLE, KY
EVND	MSD EVANSVILLE, TN
CIND	MSD CINCINNATI, OH
MEMMS	MSO MEMPHIS, TN
GRND	MSD GREENVILLE, MS
NASMS	MSO NASHVILLE, TN
DECD	MSO DECATUR, AL
PADMS	MSO PADUCAH, KY
PITMS	MSO PITTSBURGH, PA
SLMMS	MSO ST. LOUIS, MO
SLMVD	VESDOC ST. LOUIS, MO
PEOD	MSD PEORIA, IL
STPD	MSD MINN./ST. PAUL
DAVD	MSD DAVENPORT, IA

TABLE 3-8. CODE VALUES FOR MIDF (Continued)

(1) PORT CODES (Continued)

CODE	EXPLANATION
05M	COMMANDER, FIFTH CG DISTRICT (M)
BALMS	MSO BALTIMORE, MD
HMRMS	MSO HAMPTON ROADS, VA
HMRVD	VESDOC HAMPTON ROADS, VA
WNCMS	MSO WILMINGTON, NC
MHCD	MSD MOREHEAD CITY, NC
PHIMI	MIO PHILADELPHIA, PA
PHIVD	VESDOC PHILADELPHIA, PA
PHICP	COTP PHILADELPHIA, PA
07M	COMMANDER, SEVENTH CG DISTRICT (M)
070PC	COMMANDER, SEVENTH CG DISTRICT (OPCEN)
CHAMS	MSO CHARLESTON, SC
JACMS	MSO JACKSONVILLE, FL
MIAMS	MSO MIAMI, FL
MIAVD	VESDOC MIAMI, FL
KEYD	MSD KEY WEST, FL
SJPMS	MSO SAN JUAN, PR
PTPD	MSD PORT PONCE, PR
STTD	MSD ST. THOMAS, USVI
SAVMS	MSO SAVANNAH, GA
TAMMS	MSO TAMPA, FL
08M	COMMANDER, EIGHTH CG DISTRICT (M)
8MMT	COMMANDER, EIGHTH CG DISTRICT (MMT)
CORMS	MSO CORPUS CHRISTI, TX
BRND	MSO BROWNSVILLE, TX
GALMS	MSO GALVESTON, TX
MOBMS	MSO MOBILE, AL
PATMS	MSO PORT ARTHUR, TX
LKCD	MSD LAKE CHARLES, LA
HOUMI	MIO HOUSTON, TX
HOUVD	VESDOC HOUSTON, TX
NEWMI	MIO NEW ORLEANS, LA
NEWVD	VESDOC NEW ORLEANS, LA
BATD	MIDET BATON ROUGE, LA
HMAD	MIDET HOUMA, LA
MORD	MIDET MORGAN CITY, LA
AVND	AVONDALE SHIPYARD
HOUCP	COTP HOUSTON, TX
NEWCP	COTP NEW ORLEANS, LA
BERD	PSD BERWICK BAY, LA

TABLE 3-8. CODE VALUES FOR MIDF (Continued)

(1) PORT CODES (Continued)

CODE	EXPLANATION
09M	COMMANDER, NINTH CG DISTRICT (M)
CLEVD	VESDOC CLEVELAND, OH
BUFMS	MSO BUFFALO, NY
ALXD	MSD ALEXANDRIA BAY, NY
CHIMS	MSO CHICAGO, IL
CLEMS	MSO CLEVELAND, OH
DETMS	MSO DETROIT, MI
DULMS	MSO DULUTH, MN
MILMS	MSO MILWAUKEE, WI
TOLMS	MSO TOLEDO, OH
SIMMI	MIO ST. IGNACE, MI
STBMI	MIO STURGEON BAY, WI
MUSCP	COTP MUSKEGON, MI
SSMCP	COTP SAULT STE MARIE, MI
11M	COMMANDER, ELEVENTH CG DISTRICT (M)
LOSMS	MSO LONG BEACH, CA
LOSVD	VESDOC LONG BEACH, CA
SBCD	MSD SANTA BARBARA, CA
SDCMS	MSO SAN DIEGO, CA
SFCMS	MSO SAN FRANCISCO, CA
SFCVD	VESDOC SAN FRANCISCO, CA
COND	MSD CONCORD, CA
13M	COMMANDER, THIRTEENTH CG DISTRICT (M)
PORMS	MSO PORTLAND, OR
PORVD	VESDOC PORTLAND, OR
ASTD	MSD ASTORIA, OR
COOD	MSD COOS BAY, OR
SEAMS	MSO SEATTLE, WA
SEAVD	VESDOC SEATTLE, WA
ANAD	MSD ANACORTES, WA
14M	COMMANDER, FOURTEENTH CG DISTRICT (M)
HONMS	MSO HONOLULU, HI
HONVD	VESDOC HONOLULU, HI
GUAD	MSD GUAM
17M	COMMANDER, SEVENTEENTH CG DISTRICT (M)
ANCMS	MSO ANCHORAGE, AK
KEND	MSD KENAI, AK
KODD	MSD KODIAK, AK
JUNMS	MSO JUNEAU, AK
JUNVD	VESDOC JUNEAU, AK
KETD	MSD KETCHIKAN, AK
SITD	MSD SITKA, AK
VALMS	MSO VALDEZ, AK

TABLE 3-8. CODE VALUES FOR MIDF (Continued)

The following section of port codes can be Used as a Historical Reference. These port codes were implemented at one time, so they can appear in the PORT slot. However, they are not to be used for E(ntry) purposes.

CODE	EXPLANATION
03M	COMMANDER, THIRD CG DISTRICT (M)
03MMT	COMMANDER, THIRD CG DISTRICT (MMT)
12M	COMMANDER, TWELFTH CG DISTRICT (M)
CINMS	MSO CINCINNATI, OH
LOSMI	MIO LONG BEACH, CA
SEAMI	MIO SEATTLE, WA
STBMS	MSO STURGEON BAY, WI

MIDF/Entry/Entering a Follow-Up Report To An Outstanding Requirement

STEP 1

- Enter a valid Case Number on MIEI
- COMMAND: **SEL,4**
- SEND

```
COMMAND /SEL,4                                RESPONSE/PLS ENTER YOUR RESPONSE
MIEI                    MARINE INSPECTION ENTRY INDEX                    27AUG86

CASE/ MI86000038 VIN../ CG000174        NAME../ ZAPATA YORKTOWN
                 FIN../                 NAME../
                 QNUM / ___.___/_____   QCLASS/ ___.___
LOG CRITERIA:    FROM(SINCE)/ _______   TO..../ _______      PORT/ _____

                                 -- MODE --                                -- MODE --
  --- REPORT ACTIVITY ---       ENTRY RTRV      --- LOGS ---              ENTRY RTRV
SCHEDULER..............(MISF)   1   11    SCHEDULED INSPECT....(MISI)  61   71
ACTIVITY REPORT........(MIAR)   2   12    STATUS AT PORT.......(MISP)  62   72
DEFICIENCY REPORT......(MIDR)   3   13    PORT LOG.............(MIPL)   *   73
DEFICIENCY FOLLOW-UP...(MIDF)   4   14    COI FLEET............(MIFR)   *   74
COI AMENDMENT..........(MICA)   5   15    PLATFORM LIST........(PFPL)   *   75
SPECIAL NOTE...........(MISN)   6   16    OVERDUE INSPECT......(MIOI)   *   76

  --- INSPECTION STATUS ---                  --- SUBCHAPTER Q ---
SUMMARY................(MISS)   *   31    CLASS DESCRIPTION....(MICD)  81   91
DETAILS................(MISD)  22   32    APPROVED EQUIPMENT...(MIAE)  82   92
CRITICAL PROFILE.......(MICP)   *   33    CERT OF APPROVAL.....(MICOA)  *   93
PRE-INSPECTION PACKAGE.(MIPIP)  *   34    EQUIPMENT CLASS......(MIEC)   *   94
                                          EQUIPMENT LIST.......(MIEL)   *   95
   --- ADMINISTRATION ---
FIELD INFORMATION......(MIFI)  41   51
```

STEP 2

- MSIS responds with an MIEI form. Note that the form requires the entry of the Case Number and Ident(s) for which follow-up reports are to be filed

```
COMMAND /_____________________________ RESPONSE/PLS ENTER YOUR RESPONSE
MIEI                    MARINE INSPECTION ENTRY INDEX                    27AUC

CASE/ MI86000038 VIN./ CG000174        NAME../ ZAPATA YORKTOWN
                 FIN./                 NAME../
                 QNUM/              /  QCLASS/
LOG CRITERIA:    FROM(SINCE)/          TO..../              PORT/

 ENTER IDENTIFIERS OF OUTSTANDING REQUIREMENTS FOR FOLLOW-UP ACTION REPORTS:
          IDENT     CASE                 PROCESSING RESULTS
          ____    _________
          ____    _________
          ____    _________
          ____    _________
          ____    _________
          ____    _________
          ____    _________
          ____    _________
          ____    _________
          ____    _________
          ____    _________
          ____    _________
          ____    _________
          ____    _________
          ____    _________
          ____    _________
          ____    _________
          ____    _________
          ____    _________
          ____    _________
          ____    _________
```

STEP 3

- The user enters the desired Case Number and the appropriate Ident. (Note that if the Ident entered is not associated with the Case Number, MSIS will return a message in the Processing Results slot.)
- SEND

```
COMMAND /_____________________________ RESPONSE/PLS ENTER YOUR RESPONSE
MIEI                  MARINE INSPECTION ENTRY INDEX                  27AUG86

CASE/ MI86000038 VIN./ CG000174       NAME../ ZAPATA YORKTOWN
                 FIN./                NAME../
                 QNUM/              / QCLASS/
LOG CRITERIA:    FROM(SINCE)/         TO..../            PORT/

 ENTER IDENTIFIERS OF OUTSTANDING REQUIREMENTS FOR FOLLOW-UP ACTION REPORTS:
          IDENT     CASE                  PROCESSING RESULTS
          0001      MI86000038
          ____      __________
          ____      __________
          ____      __________
          ____      __________
          ____      __________
          ____      __________
          ____      __________
          ____      __________
          ____      __________
          ____      __________
          ____      __________
          ____      __________
          ____      __________
          ____      __________
          ____      __________
          ____      __________
          ____      __________
          ____      __________
```

STEP 4

- MSIS responds with the message "MIDF Next On Queue"
- SEND

```
COMMAND /_____________________________ RESPONSE/ MIDF NEXT ON QUEUE          E
MIEI                  MARINE INSPECTION ENTRY INDEX                  27AUG86

CASE/ MI86000038 VIN./ CG000174       NAME../ ZAPATA YORKTOWN
                 FIN./                NAME../
                 QNUM/              / QCLASS/
LOG CRITERIA:    FROM(SINCE)/         TO..../            PORT/

 ENTER IDENTIFIERS OF OUTSTANDING REQUIREMENTS FOR FOLLOW-UP ACTION REPORTS:
          IDENT     CASE                  PROCESSING RESULTS
          0001      MI86000038
```

STEP 5

- MSIS responds with the outstanding requirement and a blank follow-up form

```
COMMAND /                                  RESPONSE/PLS ENTER YOUR RESPONSE
MIDF                MARINE INSPECTION DEFICIENCY FOLLOW-UP                27AUG86

NAME/ ZAPATA YORKTOWN                      VIN/ CG000174  CALL/ ZAPATAY  FLAG/ US
INSPECTION CASE NUMBER...../ MI86000038 DATE/ 29AUG86

                              ---DEFICIENCY DEFINITION---
     IDENT / 0001                        NUMBER OF DEFECTIVE UNITS/  2
     SYSTEM/ CARGO                SUBSYS./ TANK STRUCTURE  LOCATION/ CARGO HOLDS
     TYPE../ BUCKLED              CAUSE../ MATERIAL DEFECT Q NUMBER/
     CATEGORY: CASUALTY DAMAGE/    MATERIEL FAILURE/ X  OPERATION-PROCEDURE/
               ITEMS MISSING-OUTDATED/    ITEMS NOT INSPECTED/
                              ---DEFICIENCY DESCRIPTION---
    ITEMS NEED TO BE RELACED AND CANNOT BE USED FOR CARGO UNTIL SUCH TIME_____
    ____________________________________________________________________________
    ____________________________________________________________________________
    ____________________________________________________________________________

                                 ---CURRENT STATUS---
     CORRECTED/    OUTSTANDING/ X  TEMP REPAIR/     COMPLIANCE DATE/ 27SEP86
     COMMENT/ VESSEL ANTICIPATING BEING AT CORMS BY 01SEP86 AND SHOULD HAVE____
              DEFICIENCY CLEARED AT THAT TIME_____________________________
     PROMPT DATE/ 020CT86 LETTER/       DATE/          NOTIFY/

ITEM                             ---FOLLOW-UP ACTIONS---
  1. DATE/ _______ PORT/ BCL    INCIDENT CASE NUM/ _________ CASE ITEM/ 0001
     STATUS: CORRECTED/ _  OUTSTAND./ _  TEMP REP/ _  COMPLIANCE DATE/ _______
     COMMENT/ ____________________________________________________________
              ____________________________________________________________
     NEW PROMPTER DATE/          NOTIFY/ ____ ____
```

STEP 6

- The user enters the desired data in the Follow-up Actions section of MIDF
- SEND

```
COMMAND /_____                             RESPONSE/PLS ENTER YOUR RESPONSE
MIDF                MARINE INSPECTION DEFICIENCY FOLLOW-UP                27AUG86

NAME/ ZAPATA YORKTOWN                      VIN/ CG000174  CALL/ ZAPATAY  FLAG/ US
INSPECTION CASE NUMBER...../ MI86000038 DATE/ 29AUG86

                              ---DEFICIENCY DEFINITION---
     IDENT / 0001                        NUMBER OF DEFECTIVE UNITS/  2
     SYSTEM/ CARGO                SUBSYS./ TANK STRUCTURE  LOCATION/ CARGO HOLDS
     TYPE../ BUCKLED              CAUSE../ MATERIAL DEFECT Q NUMBER/
     CATEGORY: CASUALTY DAMAGE/    MATERIEL FAILURE/ X  OPERATION-PROCEDURE/
               ITEMS MISSING-OUTDATED/    ITEMS NOT INSPECTED/
                              ---DEFICIENCY DESCRIPTION---
    ITEMS NEED TO BE RELACED AND CANNOT BE USED FOR CARGO UNTIL SUCH TIME_____
    ____________________________________________________________________________
    ____________________________________________________________________________
    ____________________________________________________________________________

                                 ---CURRENT STATUS---
     CORRECTED/    OUTSTANDING/ X  TEMP REPAIR/     COMPLIANCE DATE/ 27SEP86
     COMMENT/ VESSEL ANTICIPATING BEING AT CORMS BY 01SEP86 AND SHOULD HAVE____
              DEFICIENCY CLEARED AT THAT TIME_____________________________
     PROMPT DATE/ 020CT86 LETTER/       DATE/          NOTIFY/

ITEM                             ---FOLLOW-UP ACTIONS---
  1. DATE/ 27AUG86  PORT/ BCL    INCIDENT CASE NUM/ MI86000038  CASE ITEM/ 000
     STATUS: CORRECTED/ _  OUTSTAND./ X  TEMP REP/ _  COMPLIANCE DATE/ 01OCT86
     COMMENT/ SUPPLIER CANNOT INSTALL UNTIL 15SEP86 SO COMPLIANCE DATE IS_____
              EXTENDED.___________________________________________________
     NEW PROMPTER DATE/          NOTIFY/ ____ ____
```

F. Marine Inspection Special Notes -- **MISN.**

1. **MISN** Purpose and Description.

   a. Allows for the entry, update and retrieval of a vessel or platform's special inspection notes.

   b. Displays either vessel or platform identifying information, depending on whether the special note concerns a vessel or a platform. MISN is not used with factories.

   c. Maps this information to the Marine Inspection Critical Profile, MICP.

   d. Generates a morning report message to the issuing unit when a special note is set to expire.

   e. Keeps the special note in MSIS by Case Number after it expires, but does not list it on the vessel or platform's MICP. It may be retrieved through its associated MIAR.

   f. Figure 3-5 shows the data definitions for MISN. See Enclosure (1) for the abbreviation meanings.

   g. The use of MISN is illustrated in the following example sequence entitled: Entering a Special Note.

2. Accessing **MISN.**

   a. Menu. MISN may be accessed through MIEI.

   b. Free-Form. MISN can be accessed through free-form with:

      -MISN,<E, U, or R>,CASE=<inspection case number>

      where:

      E = entry mode
      U = update mode
      R = retrieval mode
      CASE = inspection case number

      EXAMPLE:

      -MISN,U,CASE=MI8600561

   c. Selection From Other Products. MISN can be accessed from MIAR.

d. Product Use Authority LeveIs.

Retrieval – 1	Entry/Update - 2 and logged in port code is equal to the port initiating the case.

3. **MISN** Data Entry Requirements and Explanation.

a. General Processing. MISN may be accessed in **E(ntry)** mode through MIEI using either a vessel's VIN or a platform's FIN. MISN responds with any special notes currently on file for the vessel or platform, together with a blank paragraph for the user to enter another note. The number of blank paragraphs provided is determined by the number requested on MIAR.

The period of existence for a special note is specified in the Retain Until slot. MISN tickles prompter memos to the initiating unit for each note it entered. The first memo is generated 10 days before the retention date and the second is generated 5 days later. When a special note expires, it is kept in the MSIS database by Case Number, but is not listed on the vessel or platform's MICP.

MISN may be accessed in **U(pdate)** mode to either extend a retention date or change the information entered by the user's unit. Any notes entered by a unit other than the user's are locked to updating by the user. (Once the associated MI case has been validated, the special note is locked to further updates except for the Retain Until date.)

MISN may also be accessed in **R(etrieval)** mode to view any special notes attached to a particular case; however, the user should use MICP to retrieve all special notes currently attached to a specific vessel or platform. A user may see all class notes, both current and historical by using CASE=ADMIN, with a preset VIN or FIN.

b. Special Processing. None.

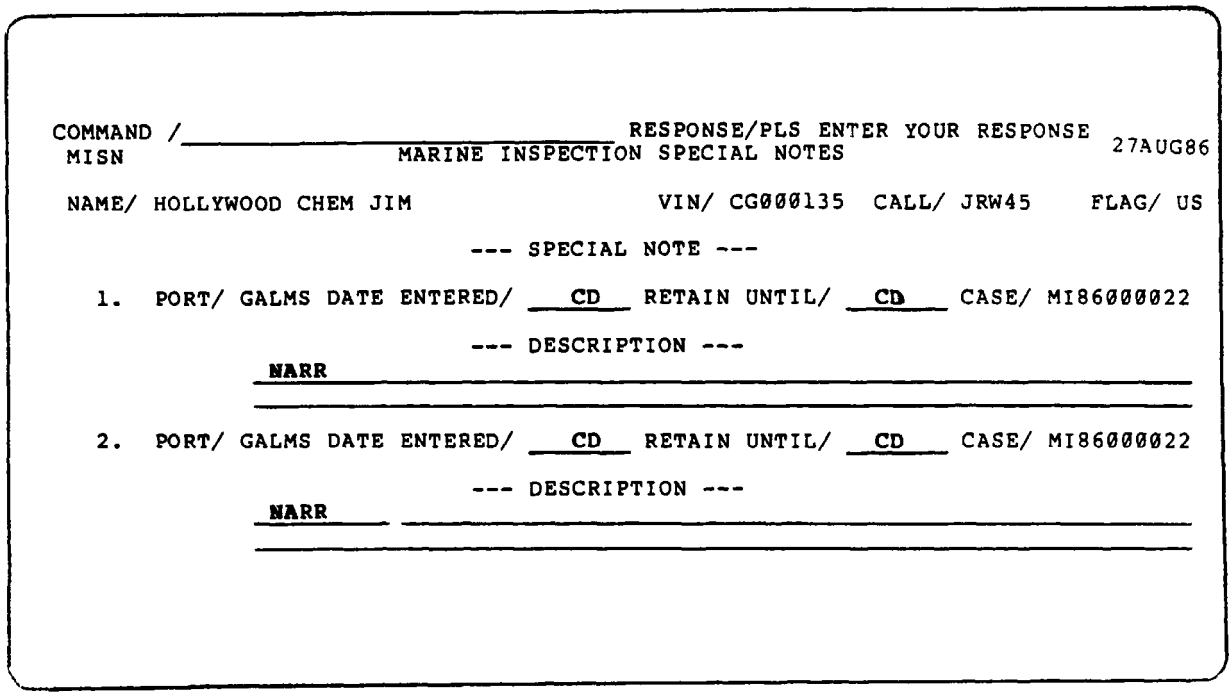


FIGURE 3-5. DATA DEFINITIONS FOR MISN

MISN/Entry/Entering a Special Note

STEP 1

- Enter a valid Case Number on MIEI
- Command: **SEL,5**
- SEND

```
COMMAND /SEL,6                                RESPONSE/PLS ENTER YOUR RESPONSE
MIEI                    MARINE INSPECTION ENTRY INDEX                    27AUG86

CASE/ MI86000038 VIN../ CG000174        NAME../ ZAPATA YORKTOWN
                 FIN../ ______          NAME../
                 QNUM / ___.___/_____   QCLASS/ ___.___
LOG CRITERIA:    FROM(SINCE)/ ______    TO..../ ______      PORT/ _____

                                -- MODE --                                -- MODE --
  --- REPORT ACTIVITY ---      ENTRY RTRV      --- LOGS ---              ENTRY RTRV
SCHEDULER..............(MISF)   1   11    SCHEDULED INSPECT....(MISI)  61   71
ACTIVITY REPORT........(MIAR)   2   12    STATUS AT PORT.......(MISP)  62   72
DEFICIENCY REPORT......(MIDR)   3   13    PORT LOG.............(MIPL)   *   73
DEFICIENCY FOLLOW-UP...(MIDF)   4   14    COI FLEET............(MIFR)   *   74
COI AMENDMENT..........(MICA)   5   15    PLATFORM LIST........(PFPL)   *   75
SPECIAL NOTE...........(MISN)   6   16    OVERDUE INSPECT......(MIOI)   *   76

  --- INSPECTION STATUS ---                  --- SUBCHAPTER Q ---
SUMMARY................(MISS)   *   31    CLASS DESCRIPTION....(MICD)  81   91
DETAILS................(MISD)  22   32    APPROVED EQUIPMENT...(MIAE)  82   92
CRITICAL PROFILE.......(MICP)   *   33    CERT OF APPROVAL.....(MICOA)  *   93
PRE-INSPECTION PACKAGE.(MIPIP)  *   34    EQUIPMENT CLASS......(MIEC)   *   94
                                          EQUIPMENT LIST.......(MIEL)   *   95
   --- ADMINISTRATION ---
FIELD INFORMATION......(MIFI)  41   51
```

STEP 2

- MSIS responds with all current special notes (if any) together with a blank paragraph for the user's entry

```
COMMAND /_____________________________ RESPONSE/PLS ENTER YOUR RESPONSE
MISN                    MARINE INSPECTION SPECIAL NOTES                  27AUG8

NAME/ ZAPATA YORKTOWN                    VIN/ CG000174  CALL/ ZAPATAY  FLAG/ U

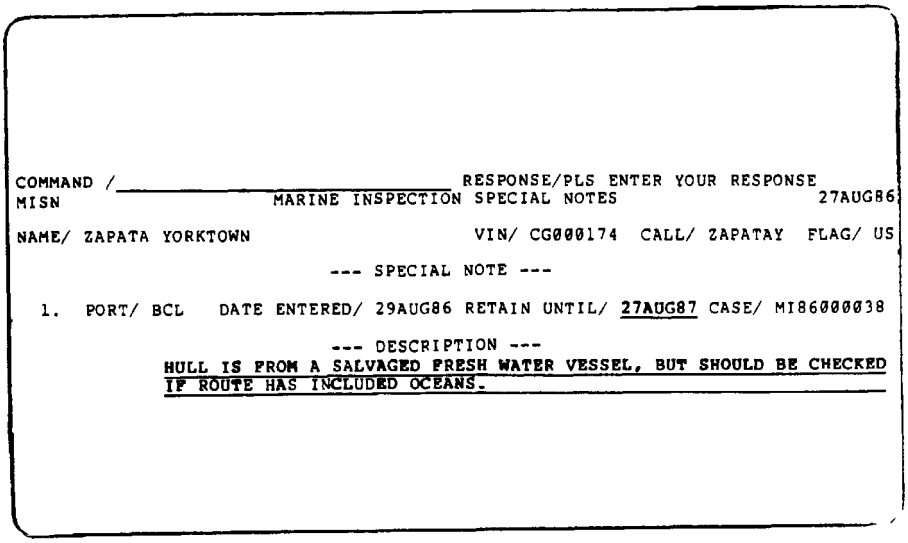
                          --- SPECIAL NOTE ---

  1.  PORT/ BCL   DATE ENTERED/ 29AUG86 RETAIN UNTIL/ ______ CASE/ MI86000038

                          --- DESCRIPTION ---
          ____________________________________________________________
          ____________________________________________________________
```

STEP 3

- Fill in the blank paragraph
- SEND



G. Marine Inspection Class Note -- MICN.

1. **MICN** Purpose and Description.

   a. Captures and displays information concerning the inspection notes that pertain to a vessel class.

   b. Copies the class note, in the form of a Marine Inspection Special Note, to the files of every vessel in that class.

   c. Displays the information in the special notes paragraph in MICP for each vessel in the class.

   d. Tickles expiration prompter memos to the initiating port for each class note for each vessel in that class via Port File Morning Report (PFMR).

   e. Figure 3-6 shows the data definitions for MICN. See Enclosure (1) for the abbreviation meanings.

   f. The use of MICN is illustrated in the following example sequence entitled: Entering a Class Note.

2. Accessing **MICN.**

   a. Menu. MICN is normally accessed through MIEI.

   b. Free-Form. MICN can be accessed through free-form with:

      -MICN,<E, U, or R>,CIN=<class identification number>

      where:

      E = entry mode
      U = Update mode
      R = retrieval mode
      CIN = class identification number

      EXAMPLE:

      -MICN,E,CIN=SC000001

   c. Selection From Other Products. MICN is not accessed from other products.

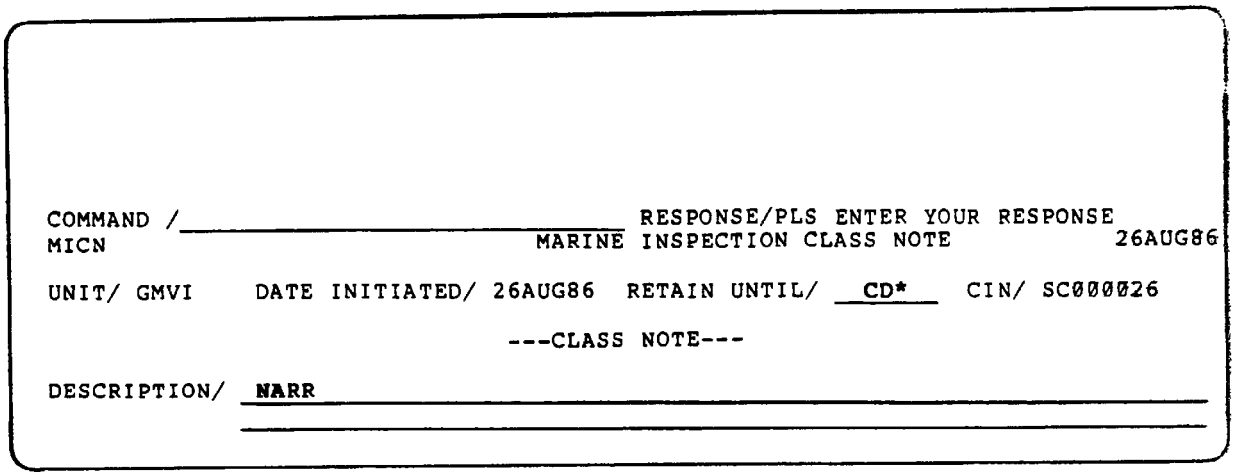
   d. Product Use Authority Levels.

      Entry - 3 and logged in port code is equal to the originating special class port code.

3. **MICN** Data Entry Requirements and Explanation.

a. General Processing. MICN can only be accessed in E(ntry) mode, using a vessel's CIN. (Class notes may only be created by the unit that created the class.) MICN responds with a blank for a Retain Until date and a blank paragraph for the user to enter a class note. (Please note, the Retain Until date must be later than the date the note is being entered.) MICN then copies the class note to the special notes paragraph in MICP and to MISN for each vessel in the class. MICN also tickles morning report entries to the initiating port for each class note for each vessel in that class. On the Retain Until date, a morning report entry is generated for the initiating port as a reminder that the special note will be automatically deleted unless action is taken prior to a specified date. Five days later, a second memo is generated for the same MISN as a reminder that automatic deletion will occur. The user may extend the retention date or delete a note by blanking out the paragraph on MISN (Marine Inspection Special Notes) for each vessel individually. To update an MISN created by MICN, the user must use CASE=ADMIN. This will bring up those special notes that do not have a case number otherwise associated with them.

b. Special Processing. None.



* Field must be filled in on initial entry.

FIGURE 3-6. DATA DEFINITIONS FOR MICN

MICN/Entry/Entering a Class Note

STEP 1

- Enter CIN and request MICN
- SEND

```
COMMAND /-MICN,E,CIN=SC000026          RESPONSE, PLS ENTER YOUR RESPONSE
MSIS                          MSIS DIRECTORY                          26AUG86

  <MSTS>    WELCOME TO THE WONDERFUL WORLD OF FUNCTIONAL TESTING       <MSTS>

            -TESTERS AND DEVELOPERS, PLEASE LIST UNRESOLVED OR DISCOVERED
                PRODUCT PROBLEMS ON THE MSBB.  THANK-YOU
  <MSTS>    -FOR A LIST OF PRODUCT REVISIONS ROLLED INTO TEST SEE VDFI <MSTS>

     ACTIVITIES       -FI UPDATE-        SEL,      MSIS SUBJECT FILES      SEL,

  VESSEL DOCUMENTATION.27AUG86..(VDEI)    1     PORT FILE...........(PFEI)  21
  MARINE INSPECTION....07MAY86..(MIEI)    2     VESSEL FILE.........(VFEI)  22
  PORT SAFETY.....          ..(PSEI)      3     VESSEL LOGS & FORMS.(VFLI)  23
  MARINE CASUALTY.....      ..(MCEI)      4     FACILITY FILE.......(FFEI)  24
  MARINE POLLUTION.....     ..(MPEI)      5     PARTY FILE..........(PNEI)  25
  MARINE VIOLATION.............(MVEI)     6     CARGO FILE..........(CFEI)  26

     GENERAL ADMIN    -BB UPDATE-

  BULLETIN BOARD.......28AUG86..(MSBB)    11    LOGIN (NEW PASSWORD)......  31
  INCOMING MAIL LOG....MB.......(PFIML)   12    LOGOUT....................  32
  MORNING REPORTS......MR.......(PFMR)    13
  SCHEDULED OUTPUTS....SO.......(PFSO)    14
```

STEP 2

- MSIS responds with the class note form

```
COMMAND /_____________________________ RESPONSE/PLS ENTER YOUR RESPONSE
MICN                          MARINE INSPECTION CLASS NOTE            26AUG86

UNIT/ GMVI     DATE INITIATED/ 26AUG86  RETAIN UNTIL/ _______  CIN/ SC000026

                              ---CLASS NOTE---

DESCRIPTION/ ____________________________________________________________
             ____________________________________________________________
```

STEP 3

- Enter the Retain Until date and the class note
- SEND

```
COMMAND /_____ RESPONSE/PLS ENTER YOUR RESPONSE
MICN                    MARINE INSPECTION CLASS NOTE          26AUG86

UNIT/ GMVI     DATE INITIATED/ 26AUG86  RETAIN UNTIL/ 17JUN87  CIN/ SC000026

                              ---CLASS NOTE---

DESCRIPTION/ VESSELS IN THIS CLASS HAVE CASUALTY HISTORIES OF FRACTURES IN
             THE RUDDER CASTINGS. PARTICULAR INSPECTION EMPHASIS IS INDICATED.
```

STEP 4

- MSIS responds with a confirmation message

```
COMMAND /_____ RESPONSE/MSIS  NEXT ON QUEUE
MICN                    MARINE INSPECTION CLASS NOTE          26AUG86

PROD COMPLETED SUCCESSFULLY
```

H. Marine Inspection Special Examination -- MISE.

1. **MISE** Purpose and Description.

   a. Allows the user to record the status of a special examination, including comments.

   b. Maps the most recent MISE data to the vessel's MISS, Marine Inspection Status Summary and PSVH, Port Safety Vessel History.

   c. Displays all MISEs filed on a vessel on MICP, Marine Inspection Critical Profile.

   d. Displays all MISEs issued for a vessel in the MICP section on MIPIP, Marine Inspection Pre-Inspection Package.

   e. Figure 3-7 shows the data definitions for MISE. See Table 3-9 for the code values and Enclosure (1) for the abbreviation meanings.

   f. The use of MISE is illustrated in the following example sequence entitled: Entering a Special Examination.

2. Accessing **MISE.**

   a. Menu. MISE is normally accessed through MIEI.

   b. Free-Form. MISE can be accessed through free-form with:

      -MISE,<E, U, or R>,CASE=<inspection case number>

      where:

      E = entry mode
      U = update mode
      R = retrieval mode
      CASE = inspection case number

      EXAMPLE:

      -MISE,U,CASE=MI87000741

   c. Selection From Other Products. MISE can be accessed from MIAR.

   d. Product Use Authority Levels.

      Retrieval – 1 Entry/Update - 2 and port code must be the same as the one whoinitiated the case.

3. MISE Data Entry Requirements and Explanation.

a. General Processing. The user accesses MISE through MIEI, using the case number of an open MI case. (The user's port code must also match the port code that initiated the case.) MISE responds with a form containing the examination status type, case identifier, action port, date of entry, the actual status, the existence of outstanding deficiencies and three lines for comments. The user then enters the special examination information and presses **SEND.**

The user may access MISE in **U(pdate)** mode to make corrections or additions to an existing MISE. The user may delete an MISE by placing an **"X"** in the DELETE slot that appears at the bottom of the screen. The user's port code must match the port code that initiated the case in order to modify existing data or delete the MISE. Also, the case must be an open MI case; once the associated MI case has been validated, the special examination data is locked to further updates.

MISE may also be accessed in **R(etrieval)** mode through MIEI to see special examination data for a particular vessel.

Please Note: There may be only one MISE filed per MI case and two MISEs may not be filed at the same time. An open MI case with an MISE attached must be closed before an MISE for another case can be filed.

The most recently filed special examination may be retrieved by using MISS or PSVH. This is based on the date the MISE was filed and not the MI case date. Users should use care and not delay the filing of an MISE as they may prevent the most recent MISE from being displayed.

b. Special Processing. If the examination type MARPOLII is entered on MIAR, the Type, Case, and Port are mapped from MIAR to MISE. These slots are then locked to the user.

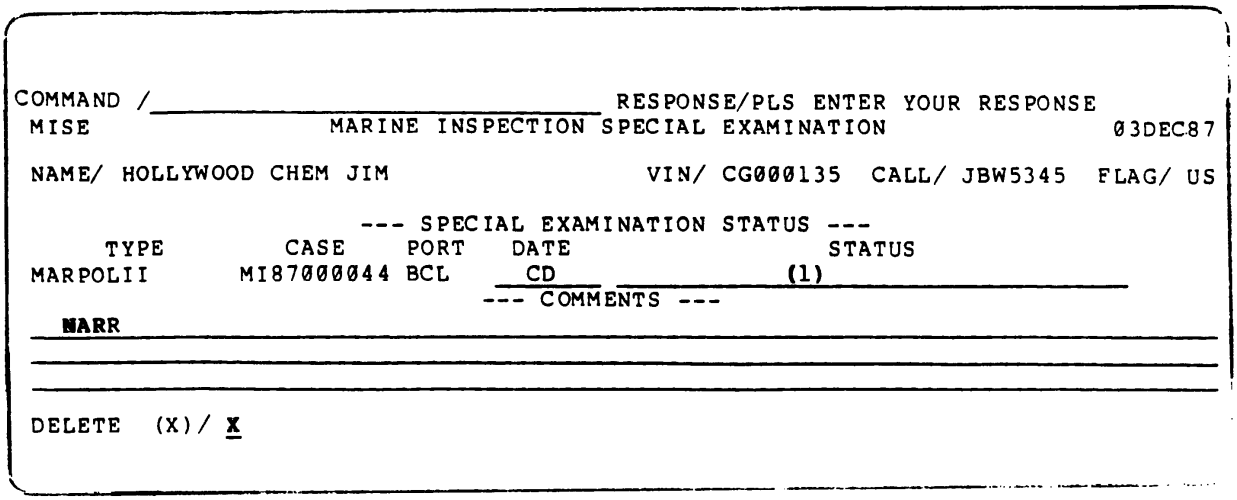


FIGURE 3-7. DATA DEFINITIONS FOR MISE

TABLE 3-9. CODE VALUES FOR MISE

(1) STATUS

CODE	EXPLANATIONS
CC	COMPLIANCE COMPLETE
COF	GMTH COF REVIEW COMPLETE
DOC	GMTH DOC REVIEW IN PROCESS
IC1	INCOMPLETE COMPLIANCE-LEVEL 1
IC2	INCOMPLETE COMPLIANCE-LEVEL 2
INS	INSTALL COMP/DOC INCOMPLETE
NAC	NOT APPLICABLE-NO NLS CARGO
NAR	NOT APPLICABLE-INLAND ROUTE
NCA	NO COMPLIANCE ATTEMPT
PAC	P&A MANUAL REVIEW COMPLETE
PAR	P&A MANUAL REVIEW IN PROCESS

MISE / Entry / Entering a Special Examination

STEP 1

- Free-form MISE with an inspection case number
- **SEND**

```
COMMAND /-MISE,E,CASE=MI87000044          RESPONSE/PLS ENTER YOUR RESPONSE
 MIEI                    MARINE INSPECTION ENTRY INDEX                  16JUN87

 CASE/ __________ VIN../ ________      NAME../ HOLLYWOOD CHEM JIM
                  FIN../ __ _____      NAME../
                  QNUM / ___.___/_____ QCLASS/ ___.___
 LOG CRITERIA:    FROM(SINCE)/ _______ TO..../ _______     PORT/ _____

                                 -- MODE --                          -- MODE --
   --- REPORT ACTIVITY ---      ENTRY RTRV      --- LOGS ---        ENTRY RTRV
 SCHEDULER.............(MISF)    1    11    SCHEDULED INSPECT....(MISI)  61   71
 ACTIVITY REPORT.......(MIAR)    2    12    STATUS AT PORT.......(MISP)  62   72
 DEFICIENCY REPORT.....(MIDR)    3    13    PORT LOG.............(MIPL)   *   73
 DEFICIENCY FOLLOW-UP..(MIDF)    4    14    COI FLEET............(MIFR)   *   74
 COI AMENDMENT.........(MICA)    5    15    PLATFORM LIST........(PFPL)   *   75
 SPECIAL NOTE..........(MISN)    6    16    OVERDUE INSPECT......(MIOI)   *   76

   --- INSPECTION STATUS ---                   --- SUBCHAPTER Q ---
 SUMMARY...............(MISS)    *    31    CLASS DESCRIPTION....(MICD)  81   91
 DETAILS...............(MISD)   22    32    APPROVED EQUIPMENT...(MIAE)  82   92
 CRITICAL PROFILE......(MICP)    *    33    CERT OF APPROVAL.....(MICOA)  *   93
 PRE-INSPECTION PACKAGE.(MIPIP)  *    34    EQUIPMENT CLASS......(MIEC)   *   94
                                            EQUIPMENT LIST.......(MIEL)   *   95
    --- ADMINISTRATION ---
 FIELD INFORMATION.....(MIFI)   41    51
```

STEP 2

- MSIS responds with the special examination form

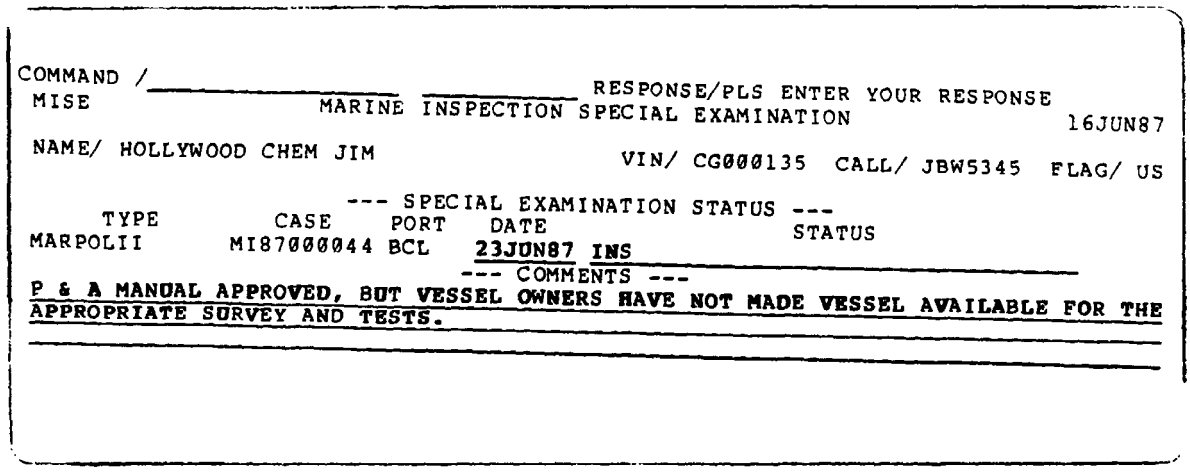
```
COMMAND /_____________________________ RESPONSE/PLS ENTER YOUR RESPONSE
MISE                MARINE INSPECTION SPECIAL EXAMINATION                16JUN87

NAME/ HOLLYWOOD CHEM JIM                 VIN/ CG000135  CALL/ JBW5345  FLAG/ US

                    --- SPECIAL EXAMINATION STATUS ---
     TYPE        CASE     PORT   DATE                  STATUS
MARPOLII      MI87000044 BCL   ______ ____________________________________
                              --- COMMENTS ---
_____________________________________________________________________________
_____________________________________________________________________________
_____________________________________________________________________________
```

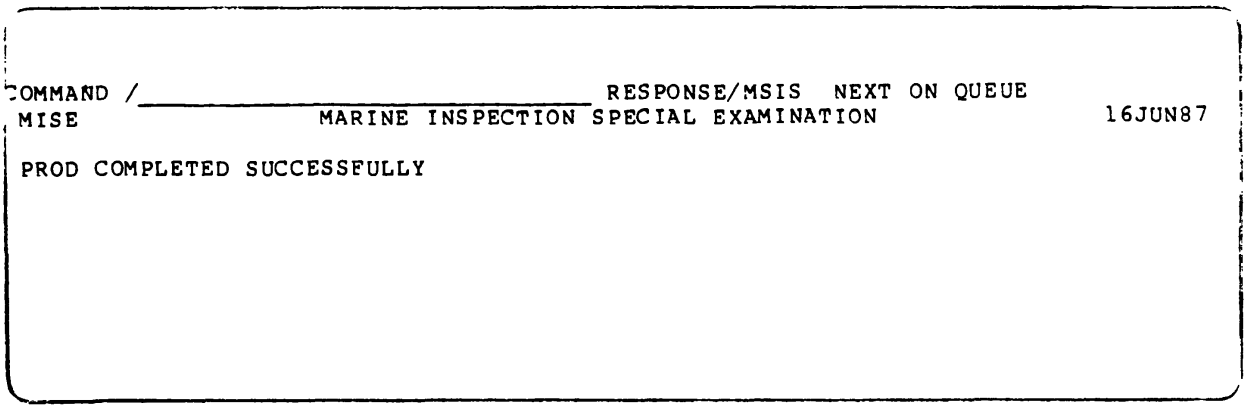
STEP 3

- Enter the date, status, and comments
- **SEND**



STEP 4

- MSIS responds with a confirmation message



CHAPTER 4. MARINE INSPECTION STATUS

A. General. There are three products which provide inspection status information. The Marine Inspection Status Summary (MISS) summarizes inspection information including the status of all required periodic inspections and the status of all required safety or regulatory documents for a vessel or platform. Marine Inspection Status Details (MISD) is used to record inspection dates for inspections performed on vessels. The Marine Inspection Critical Profile (MICP) displays significant information needed to assess the inspection/safety status of a vessel or platform including inspection notes.

B. Marine Inspection Status Summary -- **MISS.**

1. **MISS** Purpose and Description.

   a. Provides a summarization of inspections and inspection-related items pertaining to a particular vessel or platform. (MISS is not used with factories.)

   b. Displays a count of inspection critical items: current inspection notes, certificate amendments in force, special design features, outstanding requirements, and VPI notices in force.

   c. Displays a list of all periodic inspections and any other inspection that is scheduled or open, with their associated dates.

   d. Identifies and displays the status of all required safety or regulatory documents for a vessel.

   e. Acts as a menu to the detailed products MICP, MISD and VFLD.

   f. Displays information from the following products: PSPI, MISN, MIDR, MICA, MISD, MISE, VFLD and VFDD.

   g. Figure 4-1 shows MISS as it appears on the terminal.

2. Accessing **MISS.**

   a. Menu. MISS is normally accessed through MIEI.

   b. Free-Form. MISS can be accessed through free-form with:

      -MISS,<E, U, or R>,VIN=<vessel identification number

      or

      -MISS,<E, U, or R>,FIN=<facility identification number>

      where:

      E = entry mode
      U = update mode
      R = retrieval mode
      VIN = vessel identification number
      FIN = facility identification number

      EXAMPLE:

      -MISS,R,VIN=CG000692

Please Note. The mode has no meaning when requesting MISS. If a user with a password authority access level of 2 for MISS uses the **SELECT**ion command or had free-formed to MISS, with either **U(pdate)** or **E(ntry)** mode, then **U(pdate)** mode will be carried to MICP, MISD or VFLD.

c. Selection From Other Products. MISS is not accessed from other products.

d. Product Use Authority Levels.

Retrieval - 1

3. **MISS** Data Entry Requirements and Explanation.

a. General Processing. MISS is created by MSIS from details submitted in other products in both the Marine Inspection and Vessel File product sets. MISS can only be accessed in **R(etrieval)** mode using a vessel's VIN or a platform's FIN. However, if a user with an MISS password authority of 2 or higier free-forms to MISS in either **E(ntry)** or **U(pdate)** mode, then **U(pdate)** mode is carried to MICP, MISD, or VFLD. MISS responds with basic information about the vessel or platform and three status summary information sections. (Platforms show only two sections since they do not have a list of documents.) These sections are:

1. Summary of Inspection Critical Items
2. Periodic Inspection Status
3. Safety/Regulatory Document Status.

Using the **SELECT** feature, each of these sections may be accessed from MISS to see more detailed information than that presented in the summary paragraphs.

Please Note: The ACTION slot under CURRENT STATUS lists the open case number for each type of inspection. A plain case number indicates that the inspection has been scheduled, a * before the case number indicates that a MIAR is "In Process" while a - indicator means that the MIAR is "Complete". When the case has been validated, the three data slots under CURRENT STATUS will be blank and the inspection date and port code for the port that completed the inspection will appear in the Periodic Inspection Status section.

b. Special Processing. None.

SCREEN 1

```
COMMAND /_____________________________ RESPONSE/KEY "SEL,1,2,..." FOR DETAILS
MISS                  MARINE INSPECTION STATUS SUMMARY                  04JUN87

NAME/ HOLLYWOOD CHEM JIM                VIN/ L2407000  CALL/ JRW45    FLAG/ US
SERVICE/ COMMERCIAL          OP/ OIL SPILLER INC

                    --- SPECIAL EXAMINATION STATUS ---
     TYPE        CASE     PORT   DATE                STATUS                  OUT?
MARPOLII      MI87000028 BCL   16APR87 P&A CONDITIONALLY APPROVED            N

THE P&A STATUS HAS BEEN CONDITIONALLY APPROVED.

                1.  SUMMARY OF INSPECTION CRITICAL ITEMS ---
VPI NOTICES...../  0          SPEC DSN FEATURES../  2     INSPECTION NOTES/ 17
OUT REQUIREMENTS/  8          CERT AMEND IN FORCE/  0     SPEC EXAMINATION/  3

                2.  PERIODIC INSPECTION STATUS ---
   INSPECTION       -----LAST------   -NEXT--   ------CURRENT STATUS--------
      TYPE          PO ?     DATE      DATE       ACTION      PORT      DATE
 INITIAL CERT       CORMS    12JUN85
 CERTIFICATION      BCL      01JUN87   01JUN90  MI87000037    BCL      03JUN87
 REINSPECTION      ·CORMS    19JAN87   01JUN88  SENT MIRNL              19JAN87
 HULL EXAM          BCL      20NOV86   01JUN92  *MI87000002   BCL      19JAN87
 OTHER                                         -MI87000026   BCL      10APR87
 OTHER                                         -MI87000028   BCL      16APR87

                3.  SAFETY/REGULATORY STATUS ---
                              IDENT     ----ISSUE DATA-----  DATE      CURRENT
 ------DOCUMENT KIND------    NUMBER    AGENCY PORT  DATE   EXPIRES    STATUS
 CERTIFICATE OF INSPECTION MI87000036  USCG  BCL   01JUN87 01JUN90   VALID
 IGS ACCEPTANCE            XYZ123      USCG  CORMS 26FEB86 26FEB88   VALID
 LOADLINE CERT             ABS445566   ABS   NYC   21FEB85 21FEB89   VALID
 DOCUMENTATION CERTIFICATE VDNULL      USCG  BCL   24JUN44 01AUG87   VALID
```

FIGURE 4-1. DATA DEFINITIONS FOR MISS

SCREEN 2

```
COMMAND /_____________________________ RESPONSE/KEY "SEL,1,2,..." FOR DETAILS
MISS                  MARINE INSPECTION STATUS SUMMARY                 04JUN87

NAME/ DUBLIN EXPRESS                        FIN/ P5345JRW  LOCAL ID/ BCL5345
LEASE HOLDER/ HILL, DAVE, B. III

                  1.  SUMMARY OF INSPECTION CRITICAL ITEMS ---
VPI NOTICES...../  0           SPEC DSN FEATURES../  0     INSPECTION NOTES/
OUT REQUIREMENTS/  1           CERT AMEND IN FORCE/  0     SPEC EXAMINATION/

                  2.  PERIODIC INSPECTION STATUS ---
   INSPECTION      -----LAST------   -NEXT--   ------CURRENT STATUS--------
      TYPE         PORT     DATE      DATE       ACTION     PORT     DATE
 ANNUAL            BCL     27AUG86
 SPOT CHECK        BCL     29AUG86
```

FIGURE 4-1. DATA DEFINITIONS FOR MISS

C. Marine Inspection Status Details -- **MISD.**

1. **MISD** Purpose and Description.

   a. Permits the recording of inspection dates for inspections performed on vessels. (MISD is not used with platforms or factories.

   b. Maps inspection information to MIPIP, Marine Inspection Pre-Inspection Package and to MICIF, Marine Inspection Certificate of Inspection Form.

   c. Figure 4-2 shows the data definitions for MISD. See Table 4-1 for the code values and Enclosure (1) for the abbreviation meanings.

   d. The use of MISD is illustrated in the following example sequence entitled: Entering Inspection Status Details.

2. Accessing **MISD.**

   a. Menu. MISD is normally accessed in E(ntry) mode through MIAR. In R(etrieval) mode, MISD is normally accessed through MIEI.

   b. Free-Form. MISD can be accessed through free-form with:

      -MISD,<E r U>,CASE=<inspection case number>

      or

      -MISD,R,VIN=<vessel identification number>

      where:

      E = entry mode
      U = update mode
      R = retrieval mode
      CASE = inspection case number
      VIN = vessel identification number

      Please Note: CASE=ADMIN will not work.

      EXAMPLE:

      -MISD,U,CASE=MI86000759

   c. Selection From Other Products. MISD can be accessed from MIEI and MIAR.

d. Product Use Authority Levels.

Retrieval – 1	Entry/Update - 2 and logged in port code is equal to the port initiating the case.

3. **MISD** Data Entry Requirements an Explanation.

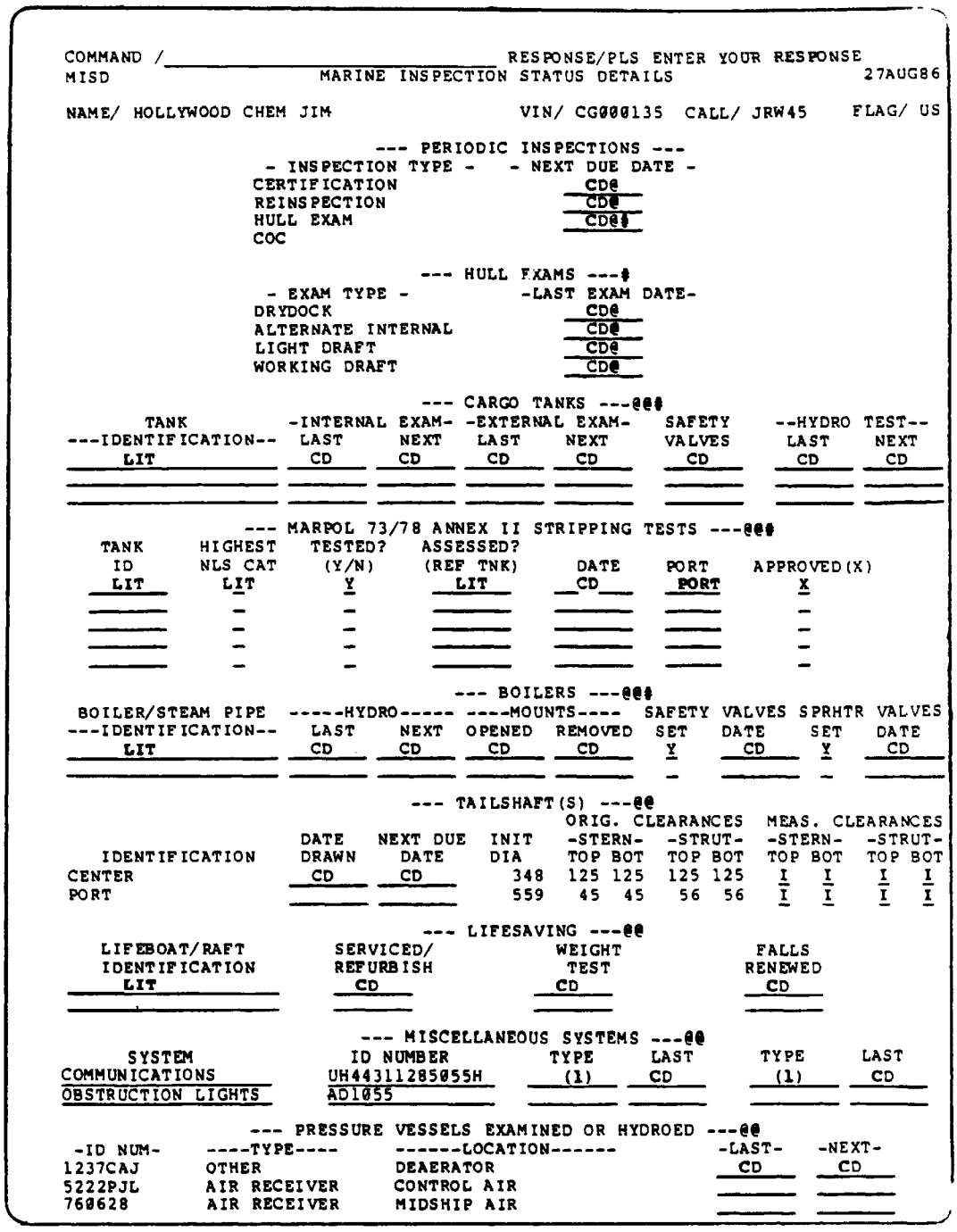
a. General Processing. MISD may be accessed in **E(ntry)** or **U(pdate)** mode through MIAR to see open case information. **An MIAR must be filed before MISD is available for update.** MISD displays slots for the next due dates for periodic inspections and the last exam dates for hull exams. MISD also maps data from the Vessel File detail products, if this data exists. The user then enters the appropriate data. Slots for periodic inspections on MISD may be open or locked, optional or required, depending on the inspection type marked on MIAR. Table 4-2 shows the state of the various MISD slots based on these MIAR inspection types.

MISD may also be accessed in **R(etrieval)** mode through MIEI to see the inspection data for a particular vessel.

In **E(ntry), U(pdate)** or **R(etrieval)** mode, MISD may be longer than one screen image. When the first screen image for MISD is displayed, the user receives the message "KEY MORE FOR NEXT PAGE" in the Response Slot if there is additional information. The user enters **MORE** in the Command Slot and presses **SEND** to display the next page. The user may also send a blank in the Command Slot or **ABORT** to exit MISD without viewing the next page.

The MARPOLII section will only be displayed in **R(etrieval)** mode when data for MARPOLII stripping tests exists.

b. Special Processing. None.



@ See Table 4-2 for the locked/unlocked status of these slots.

@@ Each detail data group appears only if its associated detail product exists.

This denotes unlocked slot(s) in Entry/Update modes.

FIGURE 4-2. DATA DEFINITIONS FOR MISD

TABLE 4-1. CODE VALUES FOR MISD

(1) MISCELLANEOUS SYSTEMS-TYPE

CODE	MAP
SER	SERVICED
LOA	LOADTEST
PRE	PRESS OK

TABLE 4-2. MARINE INSPECTION STATUS DETAILS SLOTS FOR INSPECTED VESSELS

For INSPECTED VESSELS:

If MIAR inspection type is:	The state of the periodic inspection slots on MISD is:
INITIAL AND CERTIFICATION	ALL OPEN
REINSPECTION	ONLY REINSPECTION OPEN
HULL	ONLY HULL & HULL EXAM OPEN
COC	ONLY COC OPEN
ADMIN	REINSPECTION HULL HULL EXAM

TABLE 4-3. MARINE INSPECTION STATUS DETAILS SLOTS FOR U.S. INSPECTED VESSELS

FOR U.S. INSPECTED VESSELS:

If MIAR inspection type is:	Data Requirements:
INITIAL CERTIFICATION or CERTIFICATION	The next certification date is required and must be greater than the inspection date. If the reinspection date is entered, then this date must be greater than the inspection date and less than the next certification date.
REINSPECTION	The next reinspection date is optional; if entered, this date must be greater than the inspection date and less than the next certification date, unless the next certification date is blank.
HULL	If the next drydock date is entered, it must be greater than the last drydock exam date. If the last drydock is entered, it must be less than the next Hull Exam date.

TABLE 4-4. MARINE INSPECTION STATUS DETAILS SLOT FOR NON-U.S. INSPECTED VESSELS

For NON-U.S. INSPECTED VESSELS:	
If MIAR inspection type, is:	Data Requirements:
COC	The next COC inspection date is required and must be greater than the inspection date.

MISD/Entry/Entering Inspection Status Details

STEP 1

- Enter a valid Case Number on MIEI
- Command: **SEL,22**
- SEND

```
COMMAND /SEL,22                                RESPONSE/PLS ENTER YOUR RESPONSE
MIEI                    MARINE INSPECTION ENTRY INDEX                          27AUG86

CASE/ MI86000038 VIN../ CG000174        NAME../ ZAPATA YORKTOWN
                 FIN../ ________        NAME../
                 QNUM / ___.___/_____   QCLASS/ ___.____
LOG CRITERIA:    FROM(SINCE)/ _______   TO..../ _______      PORT/ _____

                                 -- MODE --                                  -- MODE --
  --- REPORT ACTIVITY ---        ENTRY RTRV      --- LOGS ---                ENTRY RTRV
SCHEDULER..............(MISF)    1   11     SCHEDULED INSPECT....(MISI)   61   71
ACTIVITY REPORT........(MIAR)    2   12     STATUS AT PORT.......(MISP)   62   72
DEFICIENCY REPORT......(MIDR)    3   13     PORT LOG.............(MIPL)    *   73
DEFICIENCY FOLLOW-UP...(MIDF)    4   14     COI FLEET............(MIFR)    *   74
COI AMENDMENT..........(MICA)    5   15     PLATFORM LIST........(PFPL)    *   75
SPECIAL NOTE...........(MISN)    6   16     OVERDUE INSPECT......(MIOI)    *   76

  --- INSPECTION STATUS ---                    --- SUBCHAPTER Q ---
SUMMARY................(MISS)    *   31     CLASS DESCRIPTION....(MICD)   81   91
DETAILS................(MISD)   22   32     APPROVED EQUIPMENT...(MIAE)   82   92
CRITICAL PROFILE.......(MICP)    *   33     CERT OF APPROVAL.....(MICOA)   *   93
PRE-INSPECTION PACKAGE.(MIPIP)   *   34     EQUIPMENT CLASS......(MIEC)    *   94
                                            EQUIPMENT LIST.......(MIEL)    *   95
   --- ADMINISTRATION ---
FIELD INFORMATION......(MIFI)   41   51
```

STEP 2

- MSIS responds with currently known status and dates, if any, together with blank slots for other data and dates
- Note that only data groups that have detailed products filed for the subject vessel will appear on MISD

```
COMMAND /_____________________________ RESPONSE/PLS ENTER YOUR RESPONSE
MISD                    MARINE INSPECTION STATUS DETAILS                       27AUG86

NAME/ ZAPATA YORKTOWN                    VIN/ CG000174  CALL/ ZAPATAY  FLAG/ US
CASE/ MI86000038                                        PORT/ BCL

                          --- PERIODIC INSPECTIONS ---
                  - INSPECTION TYPE -    - NEXT DUE DATE -
                  CERTIFICATION                27AUG88
                  REINSPECTION
                  HULL EXAM                    30AUG87
                  COC

                          --- HULL EXAMS ---
                  - EXAM TYPE -          -LAST EXAM DATE-
                  DRYDOCK                      28AUG85
                  ALTERNATE INTERNAL           27AUG84
                  LIGHT DRAFT                  27AUG83
                  WORKING DRAFT                27AUG86

                          --- CARGO TANKS ---
      TANK          -INTERNAL EXAM-  -EXTERNAL EXAM-   SAFETY    --HYDRO TEST--
---IDENTIFICATION--  LAST     NEXT    LAST     NEXT     VALVES     LAST     NEXT
_____________________ _____ _____ _____ _____ _____ _____ _____
_____________________ _____ _____ _____ _____ _____ _____ _____
_____________________ _____ _____ _____ _____ _____ _____ _____

                          --- BOILERS ---
 BOILER/STEAM PIPE  -----HYDRO----- ----MOUNTS----  SAFETY VALVES SPRNTR VALVES
---IDENTIFICATION--  LAST     NEXT   OPENED  REMOVED  SET   DATE    SET   DATE
_____________________ _____ _____ _____ _____ _____ _____ _____ _____
_____________________ _____ _____ _____ _____ _____ _____ _____ _____

                          --- TAILSHAFT(S) ---
                                                ORIG. CLEARANCES  MEAS. CLEARANCES
                     DATE   NEXT DUE  INIT    -STERN-  -STRUT-  -STERN-  -STRUT-
  IDENTIFICATION     DRAWN    DATE    DIA     TOP BOT  TOP BOT  TOP BOT  TOP BOT
CENTER               _____ _____      348    125 125  125 125  ___ ___  ___ ___
PORT                 _____ _____      559     45  45   56  56  ___ ___  ___ ___

                          --- LIFESAVING ---
  LIFEBOAT/RAFT        SERVICED/          WEIGHT          FALLS
  IDENTIFICATION       REFURBISH           TEST           RENEWED
_____________________ _____             _____           _____
_____________________ _____             _____           _____

                          --- MISCELLANEOUS SYSTEMS ---
      SYSTEM             ID NUMBER          TYPE     LAST      TYPE     LAST
COMMUNICATIONS          UH443112850 5H     _____ _____      _____ _____
FOG HORN                28712              _____ _____      _____ _____

                  --- PRESSURE VESSELS EXAMINED OR HYDROED ---
 -ID NUM-    ----TYPE----     ------LOCATION------        -LAST-   -NEXT-
1237CAJ      OTHER            DEAERATOR                    _____
5222PJL      AIR RECEIVER     CONTROL AIR                  _____   _____
760629       AIR RECEIVER     MIDSHIP AIR                  _____   _____
```

STEP 3

- Correct or add data as appropriate
- SEND

COMMAND /_____ RESPONSE/PLS ENTER YOUR RESPONSE
MISD MARINE INSPECTION STATUS DETAILS 27AUG86

NAME/ ZAPATA YORKTOWN VIN/ CG000174 CALL/ ZAPATAY FLAG/ US
CASE/ MI86000038 PORT/ BCL

--- PERIODIC INSPECTIONS ---

- INSPECTION TYPE -	- NEXT DUE DATE -
CERTIFICATION	27AUG88
REINSPECTION	27AUG87
HULL EXAM	30AUG87
COC	

--- HULL EXAMS ---

- EXAM TYPE -	-LAST EXAM DATE-
DRYDOCK	28AUG85
ALTERNATE INTERNAL	27AUG84
LIGHT DRAFT	27AUG83
WORKING DRAFT	27AUG86

--- CARGO TANKS ---

TANK ---IDENTIFICATION--	-INTERNAL EXAM- LAST	NEXT	-EXTERNAL EXAM- LAST	NEXT	SAFETY VALVES	--HYDRO TEST-- LAST	NEXT
#1 P/S (FR 38-48)	27AUG84	27AUG87	27AUG84	27AUG87	27AUG84	27AUG84	27AUG87
#2 P/S (FR 48-59)	27AUG84	27AUG87	27AUG84	27AUG87	27AUG84	27AUG84	27AUG87

--- BOILERS ---

BOILER/STEAM PIPE ---IDENTIFICATION--	-----HYDRO----- LAST	NEXT	----MOUNTS---- OPENED	REMOVED	SAFETY VALVES SET	DATE	SPRHTR VALVES SET	DATE
13195	01JAN86	01JAN87	01JAN87	01JAN87	Y	01JAN86	Y	01JAN86
13196	01JAN86	01JAN87	01JAN87	01JAN87	Y	01JAN86	Y	01JAN86

--- TAILSHAFT(S) ---

IDENTIFICATION	DATE DRAWN	NEXT DUE DATE	INIT DIA	ORIG. CLEARANCES -STERN- TOP	BOT	-STRUT- TOP	BOT	MEAS. CLEARANC -STERN- TOP	BOT	-STRUT- TOP	BOT
CENTER	12DEC85	12DEC87	348	125	125	125	125	35	135	139	139
PORT	12DEC85	12DEC87	559	45	45	56	56	52	52	58	58

--- LIFESAVING ---

LIFEBOAT/RAFT IDENTIFICATION	SERVICED/ REFURBISH	WEIGHT TEST	FALLS RENEWED

--- MISCELLANEOUS SYSTEMS ---

SYSTEM	ID NUMBER	TYPE	LAST	TYPE	LAST
COMMUNICATIONS	UH44311285055H				
FOG HORN	28712	SVC	27JUN86		

--- PRESSURE VESSELS EXAMINED OR HYDROED ---

-ID NUM-	----TYPE----	------LOCATION------	-LAST-	-NEXT-
1237CAJ	OTHER	DEAERATOR	01JAN86	01JAN88
5222PJL	AIR RECEIVER	CONTROL AIR	01JAN86	01JAN88
760628	AIR RECEIVER	MIDSHIP AIR	01JAN86	01JAN88

D. Marine Inspection Critical Profile -- **MICP.**

1. **MICP** Purpose and Description.

   a. Provides a summary of critical information pertaining to a particular vessel or platform's material condition. (MICP is not ued with factories.)

   b. Displays a summary of the number of current inspection notes, certificate amendments in force, special design features, outstanding requirements, and VPI notices issued for a vessel.

   c. Displays more in-depth information about each of the above items, including narrative.

   d. Displays information from the following products: PSPI, MISN, MIDR, MICA, MISD, MISE, and VFDD.

   e. e. Figure 4-3 shows MICP as it appears on the terminal.

2. Accessing **MICP.**

   a. Menu. MICP is normally accessed through MIEI.

   b. Free-Form. MICP can be accessed through free-form with:

      -MICP,R,VIN=<vessel identification number>

      or

      -MICP,R,FIN=<facility identification number>

      where:

      R = retrieval mode
      VIN = vessel identification number
      FIN = facility identification number

      EXAMPLE:

      -MICP,R,VIN=CG000279

   c. Selection From Other Products. MICP can be accessed from MISF or MISS.

   d. Product Use Authority Levels.

      Retrieval - 1

3. **MICP Data Entry Requirements and Explanation.**

a. General Processing. MICP is a retrieval-only product. It is accessed using either a VIN for vessels or a FIN for platforms. When accessed, MICP displays special design features from VFDD, inspection notes from MISN, all outstanding requirements from MIDR, current certificate amendments from MICA, VPI notices from PSPI, and special examination information from MISE.

MICP may contain more than one screen image (50 lines) of information. When the first screen image for MICP is displayed, the user receives the message "KEY MORE FOR NEXT PAGE" in the Response Slot if more information exists. The user enters MORE in the Command Slot and presses SEND to see the next page. The user may also SEND a blank command or ABORT to exit MICP without viewing the next page.

b. Special Processing. None.

SCREEN 1

```
COMMAND /_____________________________ RESPONSE/MSIS  NEXT ON QUEUE
MICP                  MARINE INSPECTION CRITICAL PROFILE                27AUG86

NAME/ HOLLYWOOD CHEM JIM                  VIN/ CG000135  CALL/ JRW45    FLAG/ US

                        --- INSPECTION CRITICAL ITEMS ---
VPI NOTICES...../  1        SPEC DSN FEATURES../  5        INSPECTION NOTES/  5
OUT REQUIREMENTS/  7        CERT AMEND IN FORCE/  2

                       --- PARTICULAR INTEREST VESSEL ---
 1.  PORT/ BCL    DATE ENTERED/ 02APR86  NOTICE ID/ 4545
  THIS VESSEL IS OF PARTICULAR INTEREST DUE TO ITS UNIQUE LAYOUT AND DESIGN.

                        --- SPECIAL DESIGN FEATURES --
 1.  PORT/ BCL   DATE ENTERED/ 08AUG86
           THIS VESSEL IS UNIQUE IN ITS DESIGN IN THAT IT HAS VERY STRANGE
           PIPING SIZE AND LAYOUT.  ALL CARGO PIPES ARE MADE OF THIN PAPER.

                           --- INSPECTION NOTES ---
 1.  PORT/ GMVI  DATE ENTERED/ 01APR86 RETAIN UNTIL/ 01APR88  CASE/ VI86000010
           THE VESSEL HAS HAD REMARKABLE CARE.

                        --- OUTSTANDING REQUIREMENTS ---
 1.  REQ./ 1               DATE ISSUED/ 31AUG86  COMPLIANCE DATE/ 30SEP86
     CASE/ MI86000032      LAST LETTER/ MIFLN    LETTER DATE..../ 04NOV86
     PORT/ BCL
  PUMP SEAL WORN OUT.  MUST BE REPLACED.

                        --- CERTIFICATE AMENDMENTS ---
 1.  PORT/ BCL    DATE ENTERED/ 05SEP86  CASE/ MI86000066
   PERSON IN CHARGE CHANGED.
```

FIGURE 4-3. DATA DEFINITIONS FOR MICP

SCREEN 2

```
COMMAND /_____________________________  RESPONSE/MIEI  NEXT ON QUEUE
MICP                  MARINE INSPECTION CRITICAL PROFILE                27AUG86

NAME/  DUBLIN EXPRESS                   FIN/ P000135   LOCAL ID/ BCL5345
CATEGORY/ FIXED PLATFORM               TYPE/ PRODUCTION

                       --- INSPECTION CRITICAL ITEMS ---
VPI NOTICES...../  0     SPEC DSN FEATURES../  0   INSPECTION NOTES/  0
OUT REQUIREMENTS/  1     CERT AMEND IN FORCE/  0

                       --- OUTSTANDING REQUIREMENTS ---
 1.  REQ./ 1              DATE ISSUED/ 27AUG86  COMPLIANCE DATE/ 31DEC86
     CASE/ MI86000033     LAST LETTER/          LETTER DATE..../
     PORT/ BCL
  PILINGS ARE BEGINNING TO CRUMBLE.
```

FIGURE 4-3. DATA DEFINITIONS FOR MICP

CHAPTER 5. PORT STATUS LOGS.

A. General. The Marine Inspection product set contains a group of logs and lists which support the inspection activity, namely the Marine Inspection List of Scheduled Inspections (MISI), Marine Inspection Status at Port (MISP), Marine Inspection Port Log (MIPL), Marine Inspection List for Fleet of Responsibility (MIFR), and Marine Inspection List of Overdue Inspections (MIOI). MISI displays currently scheduled inspections for the subject unit. MISP displays open case summaries while MIPL displays closed case summaries. The vessels in the unit's fleet of responsibility are shown on MIFR. MIOI displays information about vessels and planned periodic inspections which are overdue at the port.

B. Marine Inspection List of Scheduled Inspections -- **MISI.**

1. **MISI** Purpose and Description.

   a. Provides a list of scheduled MI cases for vessels, platforms and factories attached to a given port.

   b. Lists each case by Case Number, subject name, VIN/FIN, inspection date and the inspection type. (MISI lists the first two inspection types listed on MISF.)

   c. Provides an automatic mechanism for locating and managing scheduled cases within a given port or field unit.

   d. May be used to select MISF or MIAR (depending on the mode used to access MISI).

   e. Used to queue up MIPIP packages for printing the next day, when accessed in **R(etrieval)** mode.

   f. Figure 5-1 shows MISI as it appears on the terminal.

2. Accessing MISI.

   a. a. Menu. MISI is normally accessed through MIEI.

   b. Free-Form. MISI can be accessed through free-form with a unit or port code as follows:

      -MISI,<E, U, or R>,UNIT=<unit or port code>

      where:

      E = entry mode
      U = update mode
      R retrieval mode
      UNIT = unit or port code

      NOTE: MISI is a retrieval product, but mode determines how the product is processed.

      EXAMPLE:

      -MISI,U,UNIT=CORMS

   c. Selection From Other Products. MISI is not accessed from other products.

   d. Product Use Authority Levels.

      Retrieval – 1 Select MISF and MIAR in Update - 2
      Select Pre-Inspection Packages - 1

3. **MISI** Data Entry Rquirements and Explanation.

a. General Processing. MISI is accessed through MIEI with a port designation; default is the user's port. (In **E(ntry)** and **U(pdate)** modes, MISI can be accessed only for the user's port.) MISI responds with a list of scheduled MI cases and serves as an index to those cases. If MISI is entered in **E(ntry)** or **U(pdate)** mode, selections made from it result in MIAR(s) in **E(ntry)** mode, if the user's port is the same as the initiating port and the user has update authority for MIAR. If the user's port is different or he/she does not have the proper authority, the user receives MISF in retrieval mode. If MISI is entered in **R(etrieval)** mode, selections from it result in MISF in **U(pdate)** mode, if the user's port is the same as the initiating port and the user has update authority for MISF. If these conditions are not met, the user receives MISF in **R(etrieval)** mode. (See Table 5-1 for the logic of product selection from MISI.)

MISI may also be used to queue up MIPIP packages for printing the next day. MISI must be accessed in **R(etrieval)** mode, the user must have an authority level of 1 or greater on MIPIP, and the case must have been scheduled for the "logged-in" unit. If these criteria are met, MISI displays a column after each selection number. The user enters an **"X"** in this data slot and executes the product by pressing **SEND.** This causes the designated MIPIPs to be created for printing the next day. However, if a Pre-Inspection Package already exists for that particular case a "P" will appear in the data slot and it will be locked to the user. This prevents the creation of a duplicate Pre-Inspection Package. Pre-Inspection Packages may be printed multiple times from PFSO.

A **"P"** is written to MISI when the MIPIP resides in PFSO and is ready to print. The user must kill the MIPIP on PFSO to remove the **"P"** so another MIPIP can be requested on MISI.

MISI may consist of more than one screen image. MISI displays up to fifty (50) log entries along with the message "KEY SEL,1,2,... FOR MISF(S)" or "KEY SEL,1,2... FOR MIAR(S)", depending on the access mode, in the Response Slot. The user selects the desired entries and presses **SEND.** If there are more entries, the Response Slot displays the message "SEND FOR SELECT(S) OR MORE". The user may make more selections, **SEND** a blank to bring up the first selection on the queue or enter **MORE** to see the next page of entries. If only one page of entries exists, the user may make more selections or press **SEND** twice to bring up the first selection on the queue.

Please Note: To see a more in-depth discussion of how SELECTion and the MORE command function together, please see Section 1.D in this guide.

b. Special Processing. None.

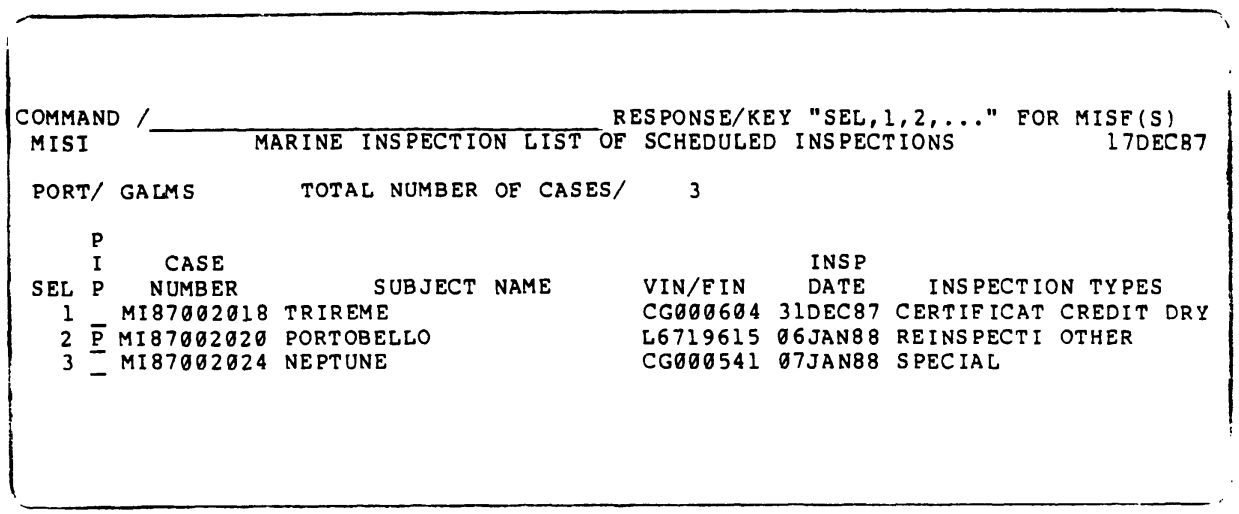


FIGURE 5-1. DATA DEFINITIONS FOR MISI

TABLE 5-1. PRODUCT SELECTION LOGIC TABLE

	User's Set Unit = log in unit.	User's Set Unit • log in unit.
-- User has Update Authority for Queued Product --		
MISI Mode		
Retrieval	MISF in Update	MISF in Retrieval
Update	MIAR in Entry	MISF in Retrieval
-- User has Retrieval Authority for Queued Product --		
MISI Mode		
Retrieval	MISF in Retrieval	MISF in Retrieval
Update	MISF in Retrieval	MISF in Retrieval

C. Marine Inspection Status at Port -- **MISP**.

1. **MISP** Purpose and Description.

   a. Displays open inspection case summaries and case status attached to a given unit for vessels, platforms and factories.

   b. Allows selection of Marine Inspection Activity Reports for cases listed.

   c. Figure 5-2 shows MISP as it appears on the terminal.

2. Accessing **MISP.**

   a. Menu. MISP is normally accessed through MIEI.

   b. Free-Form. MISP can be accessed through free-form with a unit or port code as follows:

      -MISP,<E, U, or R>,UNIT=<unit or port code>

      where:

      E = entry mode
      U = update mode
      R = retrieval mode
      UNIT = unit or port code

      Please Note: The mode has no meaning when requesting MISP.

      EXAMPLE:

      -MISP,R,UNIT=PATMS

   c. Selection From Other Products. MISP is not accessed from other products.

   d. Product Use Authority Levels.

      Retrieval - 1

      Please Note: If a user with a password authority access level of 2 for MISP uses the SELECTion command and had free-formed to MISP, with either U(pdate) or E(ntry) mode, then U(pdate) mode will be carried to MIAR, provided the log in port code is equal to the initiating port code for that MIAR.

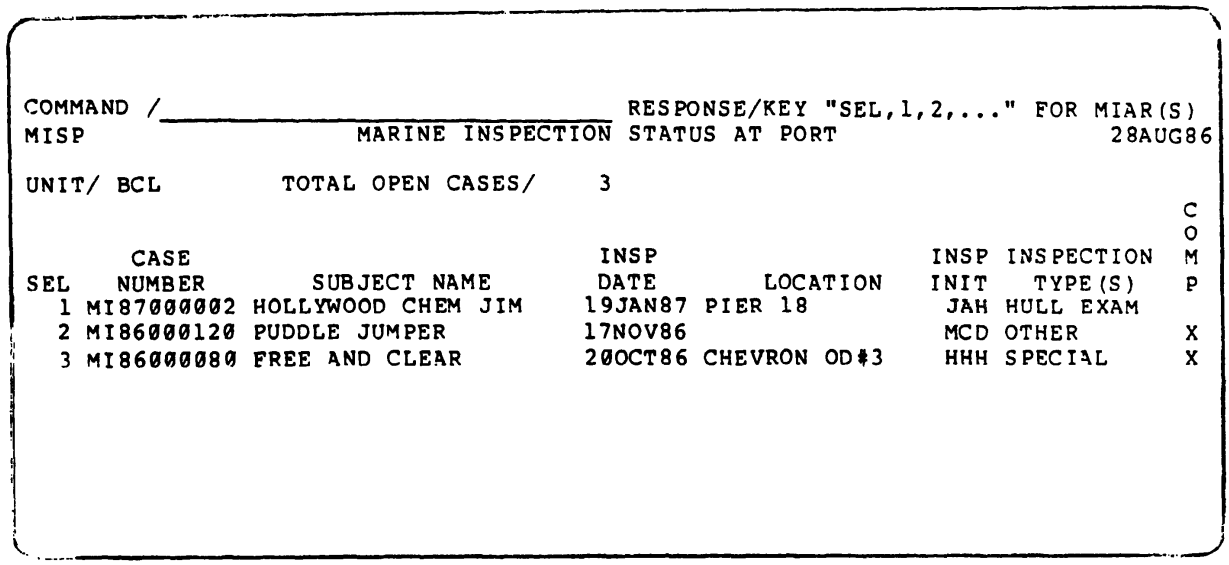
3. **MISP** Data Entry Requirements and Explanation.

   a. General Processing. MISP is entered through MIEI with a unit designation (default is user's unit). The user can specify FROM and TO dates to display

only the open cases that fall on and between specified dates. MISP serves as an index for these open cases. It displays up to fifty (50) log entries along with the message "KEY SEL,1,2... FOR MIAR(S)" in the Response Slot. The user selects the desired entries and presses **SEND.** If there are more entries, the Response Slot displays the message "SEND FOR SELECT(S) OR MORE". The user may make more selections, SEND a blank to bring up the first selection on the queue or enter **MORE** to see the next page of log entries. If only one page of entries exists, the user may make more selections or press **SEND** twice to bring up the first selection on the queue. If MISP is accessed in **R(etrieval)** mode, the selected MIARs will also be in **R(etrieval)** mode. However, if MISP is free-formed in **E(ntry)** or **U(pdate)** modes, the selected MIARs will be in **U(pdate)** mode.

Please Note: To see a more in-depth discussion of how **SELECT**ions and the **MORE** command function together, please see Section 1.D in this guide.

b. Special Processing. None.



```
COMMAND /_____________________________ RESPONSE/KEY "SEL,1,2,..." FOR MIAR(S)
MISP                  MARINE INSPECTION STATUS AT PORT                 28AUG86

UNIT/ BCL        TOTAL OPEN CASES/    3
                                                                          C
                                                                          O
       CASE                            INSP                  INSP INSPECTION  M
SEL   NUMBER       SUBJECT NAME        DATE       LOCATION   INIT   TYPE(S)   P
  1 MI87000002 HOLLYWOOD CHEM JIM    19JAN87 PIER 18          JAH HULL EXAM
  2 MI86000120 PUDDLE JUMPER         17NOV86                  MCD OTHER       X
  3 MI86000080 FREE AND CLEAR        20OCT86 CHEVRON OD#3     HHH SPECIAL     X
```

FIGURE 5-2. EXAMPLE OF MISP

D. Marine Inspection Port Log -- **MIPL.**

1. **MIPL Purpose and Description.**

   a. Displays closed inspection case summaries for vessels, platforms and factories attached to a given unit.

   b. Allows selection of Marine Inspection Activity Reports for cases listed.

   c. c. Figure 5-3 shows MIPL as it appears on the terminal.

2. Accessing **MIPL.**

   a. Menu. MIPL is normally accessed through MIEI.

   b. Free-Form. MIPL can be accessed through free-form with a unit or port code a follows:

      -MIPL,<E, U, or R>,UNIT=<unit or port code>

      where:

      E = entry mode
      U = update mode
      R = retrieval mode
      UNIT = unit or port code

      Please Note: The mode has no meaning when requesting MIPL.

      EXAMPLE:

      -MIPL,R,UNIT=PATMS

   c. Selection From Other Products. MIPL is not accessed from other products.

   d. Product Use Authority Levels.

      Retrieval - 1

3. **MIPL** Data Entry Requirements and Explanation.

   a. General Processing. MIPL is entered through MIEI with a unit designation (default is user's unit). The user can specify FROM and TO dates to display only the closed cases that fall on and between the specified dates. MIPL serves as an index for these closed cases. It displays up to fifty (50) log entries along with the message "KEY SEL,1,2... FOR MIAR(S)" in the Response Slot. The user selects the desired entries and presses **SEND.** If there are more

entries, the Response Slot displays the message "SEND FOR SELECT(S) OR MORE". The user may make more selections, **SEND** a blank to bring up the first selection on the queue or enter **MORE** to see the next page of log entries. If only one page of entries exists, the user may make more selections or press **SEND** twice to bring up the first selection on the queue. **Please Note:** To see a more in-depth discussion of how SELECTions and the **MORE** command function together, please see Section 1.D in this guide.

b. Special Processing. None.

```
COMMAND /_____________________________ RESPONSE/KEY "SEL,1,2,..." FOR MIAR(S)
MIPL                    MARINE INSPECTION PORT LOG                    24AUG86

UNIT/ BCL      TOTAL CLOSED CASES/  116

       CASE                                                  INSP      INSP    OUT
SEL   NUMBER              SUBJECT NAME          VIN/FIN    DATE      TYPE    REQ
  1 MI86000127 HOLLYWOOD CHEM DAVE              A1189222 19NOV86 REINSPECTIO N
  2 MI86000135 HOLLYWOOD CHEM JIM               CG000135 31DEC86 OTHER
                                                                 REINSPECTIO
  3 MI86000126 DAISY MAE                        A1189222 20NOV86 HULL EXAM
  4 MI86000053 SILLY DRIFTER                    A1189222 29AUG86 CERTIFICATI
  5 VI86000003 POC UPDATED                      CG000143 13JAN86 REINSPECTIO
  6 MI86000118 FREE AND CLEAR                   A1189222 17NOV86 OTHER       Y
  7 VI85000071 WINGED VICTORY II                CG000091 03NOV85 SPECIAL
```

FIGURE 5-3. EXAMPLE OF MIPL

E. Marine Inspection List for Fleet of Responsibility -- MIFR.

1. **MIFR** Purpose and Description.

   a. Displays vessels whose most recent inspection for certification was filed by the specified unit.

   b. Figure 5-4 shows MIFR as it appears on the terminal.

2. Accessing **MIFR.**

   a. Menu. MIFR is normally accessed through MIEI.

   b. Free-Form. MIFR can be accessed through free-form with:

      -MIFR,<E, U, or R>,UNIT=<unit or port code>

      where:

      E = entry mode
      U = update mode
      R = retrieval mode
      UNIT = unit or port code

      EXAMPLE:

      -MIFR,R,UNIT=PATMS

   c. Selection from Other Products. MIFR is not accessed from other products.

   d. Product Use Authority Levels.

      Retrieval - 1

3. MIFR Data Entry Requirements and Explanation.

   a. General Processing. MIFR is entered through MIEI with a unit designator (default is user's unit). MSIS responds with a list of vessels whose most recent inspection for certification was filed by the designated unit. The first screen image for MIFR displays the first fifty (50) entries along with the message "KEY MORE FOR NEXT PAGE" in the Response Slot. The user enters MORE in the Command Slot and presses SEND to view the next page of entries.

   b. Special Processing. None.

```
COMMAND /_____ RESPONSE/MIEI  NEXT ON QUEUE
 MIFR        MARINE INSPECTION LIST FOR FLEET OF RESPONSIBILITY        17DEC87

 PORT/ CHAMS                          NUMBER OF VESSELS/    4

                                                                    DATE CERT
 ITEM ----------VESSEL NAME----------  --VIN---  ------SERVICE------  ISSUED
   1. COVE EXPLORER                    D248127   TANK SHIP           18SEP83
   2. SPECIAL K                        D563000   PASSENGER           23JUN85
   3. CERES                            L000004   TANK SHIP           01DEC85
   4. FLYING EAGLE                     D000143   FREIGHT SHIP        02JAN86
```

FIGURE 5-4. EXAMPLE OF MIFR

F. Marine Inspection List of Overdue Inspections -- MIOI.

1. MIOI Purpose and Description.

   a. Displays information about vessels and platforms attached to a given unit that have overdue inspections.

   b. Displays all overdue periodic inspections for a unit except for deactivated vessels and vessels for which the next due date on MISF is blank.

   c. Figure 5-5 shows MIOI as it appears on the terminal.

2. Accessing MIOI.

   a. Menu. MIOI is normally accessed through MIEI.

   b. Free-Form. MIOI can be accessed through free-form with a unit or port code as follows:

      -MIOI,<E, U, or R>,UNIT=<unit or port code>

      where:

      E = entry mode
      U = update mode
      R = retrieval mode
      UNIT = unit or port code

      Please Note: The mode has no meaning when requesting MIOI.

      EXAMPLE:

      -MIOI,R,UNIT=PATMS

   c. Selection From Other Products. MIOI is not accessed from other products.

   d. Product Use Authority Levels.

      Retrieval - 1

3. **MIOI** Data Entry Requirements an Explanation.

   a. General Processing. MIOI is entered through MIEI with a unit designation (default is user's unit) and FROM-TO dates, if desired. A list of overdue inspections and some marine information, including Name, VIN or FIN, Due Date, the Type of Inspection and the Certificate Status, is presented for the designated

unit. The first screen image for MIOI displays the first fifty (50) log entries along with the message "KEY MORE FOR NEXT PAGE" in the Response Slot. The user enters **MORE** in the Command Slot and presses **SEND** to view the next page of entries.

b. Special Processing. None.

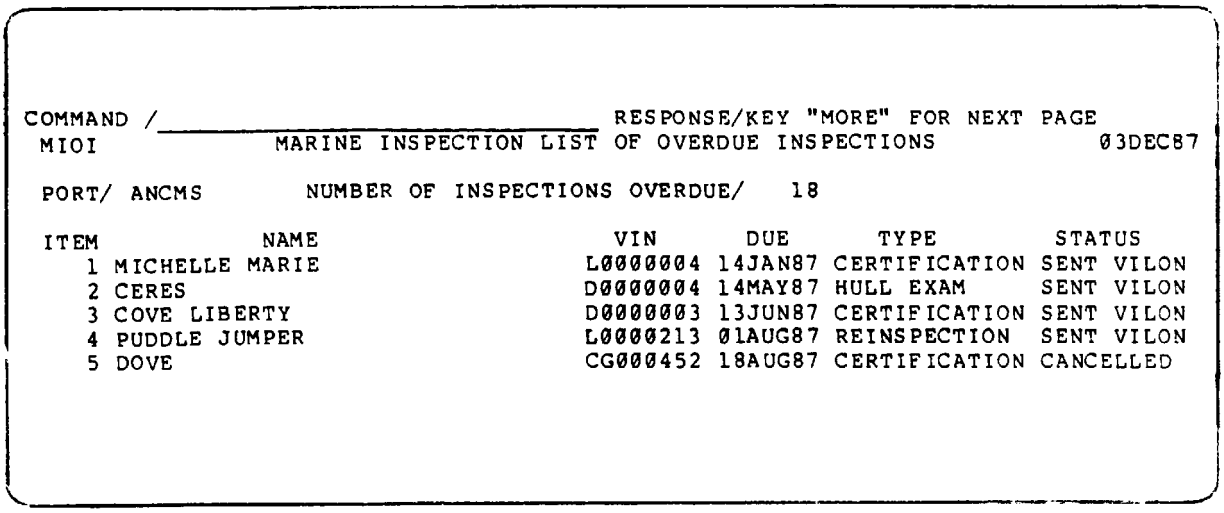


FIGURE 5-5. EXAMPLE OF MIOI

CHAPTER 6. SUBCHAPTER Q EQUIPMENT

A. General. This group consists of five products which provide current information on approved marine equipment to Coast Guard field personnel. Marine Inspection Approved Equipment (MIAE) is used to record data (such as approval holder, descriptions and remarks) about a particular piece of approved marine equipment. Marine Inspection Class Description (MICD) is used to enter general text for an equipment class which is then mapped to new MIAEs to provide a standard wording for that class. Both Marine Inspection Equipment Classes (MEC) and Marine Inspection Equipment List (MIEL) are logs that provide a way to locate class numbers and Subchapter Q Numbers, respectively. Finally, Marine Inspection Certificate of Approval (MICOA) allows the printing of the Certificate of Approval on official U.S. Coast Guard forms.

The Subchapter Q Equipment products use two identification numbers: the Subchapter Q number (QNUM) and the Subchapter Q Class number (QCLASS). The correct form of these numbers must be used to successfully access these products.

QNUM is a number that may be 12, 14, 15, or 17 characters long, depending on whether the number refers to a primary label or private label supplier. The following are acceptable formats for QNUM, with "x" being equal to a digit and "A" being the private label identifier:

xxx.xxx/xxxx Primary label supplier
xxx.xxx/xxxx/xx Primary label supplier with mod
xxx.xxx/Axxxx Private label supplier
xxx.xxx/Axxxx/xx Private label supplier with mod

For example, 161.033/B0223/02 and 161.045/0022 are both valid QNUMs. QNUMs must be one of the acceptable lengths and must contain the period and slashes in the correct locations. The QNUM must also contain any zeros that would normally appear in the number. It is common for a Subchapter Q number to be written, in longhand, by an MSIS user with less than the twelve (12) to seventeen (17) characters, if the second or third portion of the Subchapter Q number contains zeros left of the digits in each section. For example, if the complete Subchapter Q number is "161.045/0022", a user often writes the number as "161.45/22". These "shorthand" QNUMs can not be used with MSIS.

QCLASS is the first seven (7) characters of a Subchapter Q number, including six (6) digits and a period. For example, 161.043 is a valid QCLASS. Like the QNUM, QCLASS must contain the correct number of digits, a period and any zeros that would normally appear in the number.

B. Marine Inspection Approved Equipment -- MIAE.

1. MIAE Purpose and Description.

   a. Allows the recording of data concerning a particular piece of approved marine equipment.

   b. Generates an expiration notice to the originating port 30 days prior to expiration via the Port File Morning Report (PFMR).

   c. Generates new private label MIAEs from the primary label MIAE.

   d. Provides base information for the Marine Inspection Equipment List (MIEL) and the Party Name Equipment Association (PNEA).

   e. e. Maps data to the Certificate of Approval - MICOA.

   f. Figure 6-1 shows the data definitions for MIAE. See Table 6-1 for the code values and Enclosure (1) for the abbreviation meanings.

   g. The use of this product is illustrated in the following example sequence entitled: Entering Approved Equipment Data.

2. Accessing MIAE.

   a. Menu. MIAE is normally accessed through MIEI.

   b. Free-From. MIAE can be accessed through free-fom with a Subchapter Q Number as follows:

      -MIAE,<E, U, or R>,QNUM=<subchapter Q number>

      where:

      E = entry mode
      U = update mode
      R = retrieval mode
      QNUM = subchapter Q number; must be the correct length with the period and, slashes in the correct locations. QNUM must include any zeros that would normally appear in the Subchapter Q number.

      EXAMPLE:

      -MIAE,U,QNUM=161.218/0022

   c. Selection From Other Products. MIAE may be accessed from MIEL.

d. Product Use Authority Levels.

Retrieval - 1 Entry/Update - 2

3. MIAE Data Entry Requirements and Explanation.

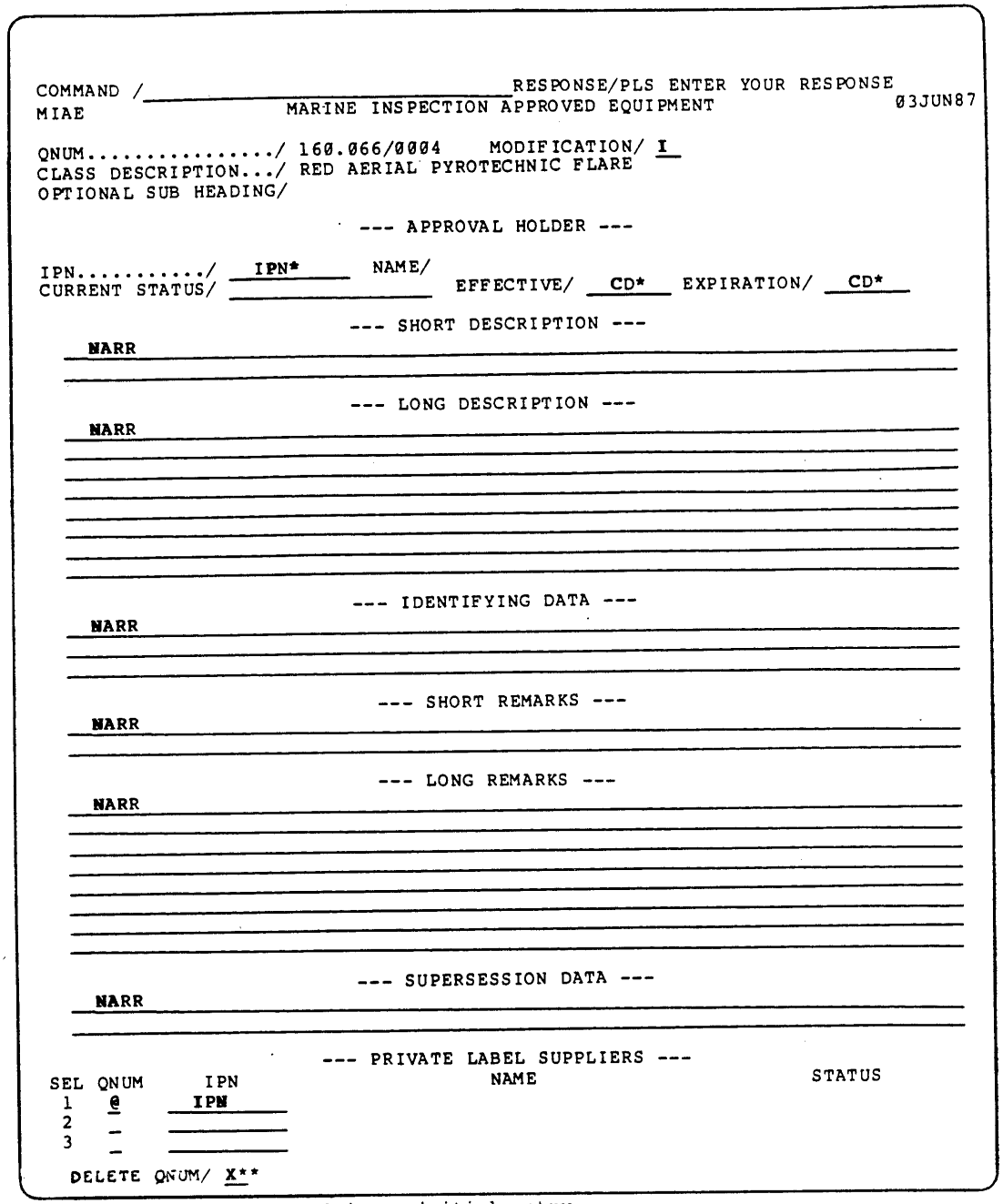
a. General Processing. MIAE is accessed in E(ntry) mode through MIEI using a QNUM. MSIS responds with the MIAE screen image displaying the data entered in MICD, Marine Inspection Class Description, for that particular class. (If an MICD does not exist, the user receives the message "QCLASS MUST BE FILED FIRST".) The user may then accept or revise these default paragraphs as necessary. The user may also enter private label IPNs on MIAE. Once the MIAE is sent, an individual MIAE with the primary MIAE data as the default is generated for each of the IPNs entered as private label suppliers. MSIS automatically fills the Current Status slot with "PENDING" when these MIAEs are generated. The user may change this to "APPROVED" when the suppliers have been granted approval.

In **U(pdate)** mode, MSIS provides three additional lines for private label suppliers and allows the user to change or delete the primary and private label supplier information. Private label supplier information must be updated or deleted on the private label MIAE screen. The primary supplier information must be changed on the primary's MIAE screen, and a primary supplier can not be deleted if any private label suppliers are still linked to that primary supplier. To delete an MIAE, place an **"X"** in the DELETE QNUM slot and press **SEND.** Changes to any supplier's name or address must be made using PNID.

MIAE generates an expiration notice on the Port File Morning Report(PFMR) to the originating unit thirty (30) days prior to the expiration of approval for either a primary or private label supplier. If no action is taken by the originating unit to update the expiration date, the Current Status slot is set to "EXPIRED" and "EXPIRED" is also mapped to any private label suppliers linked to that private supplier. A second morning report notice is generated to the originating unit stating that approval for the Subchapter Q number is expired. MSIS also moves the primary supplier and any associated private suppliers to the history sections of Marine Inspection Equipment List (MIEL) and Party Name Equipment Association (PNEA).

Please Note: The approval status for a private supplier can equal but not exceed the status of the primary supplier at any time. The priority of approval status, highest to lowest, is: APPROVED, PENDING, EXPIRED, FORMER-MAY USE and FORMER-DO NOT USE. Also, the approval effective date on any MIAE must be older than the expiration date. Additionally, the expiration date for the private label supplier can not exceed the primary supplier's expiration date; that is, the private supplier can not expire after the primary supplier.

b. Special Processing. None.



* Field must be filled in on initial entry.

** Field is only available in update mode.

@ Field may contain any letter.

FIGURE 6-1 DATA DEFINITIONS FOR MIAE

TABLE 6-1. CODE VALUES FOR MIAE

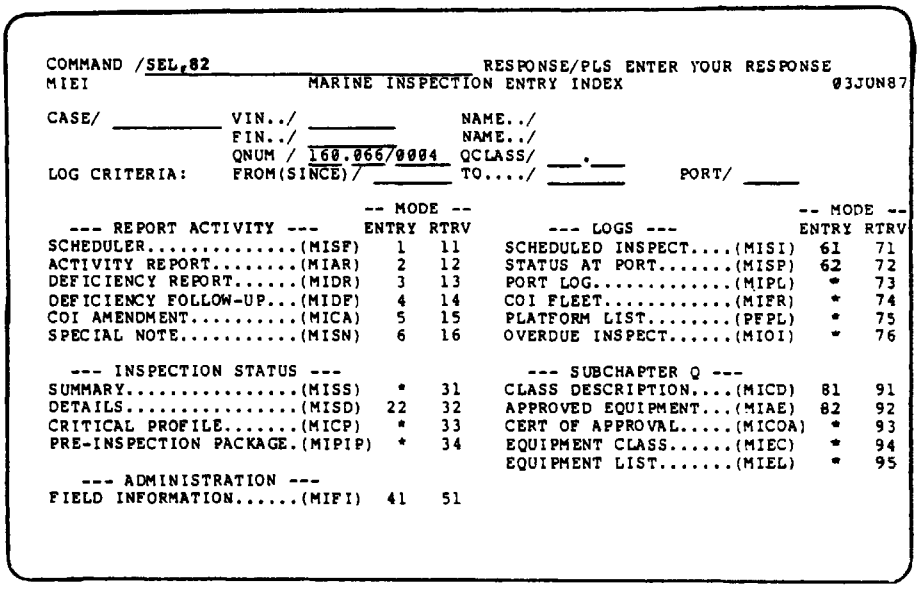
CURRENT STATUS

CODE	MAP
APP	APPROVED
PEN	PENDING
EXP	EXPIRED
MAY	FORMER-MAY USE
NOT	FORMER-DO NOT USE

MIAE/Entry/Entering Approved Equipment Data

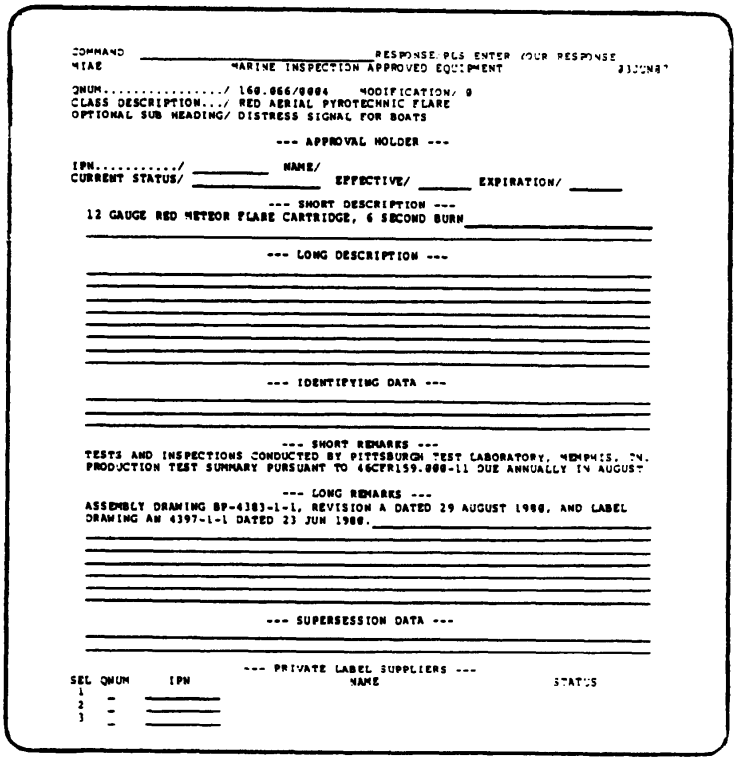
STEP 1

- Enter the desired QNUM Number
- **SEL,82**
- SEND



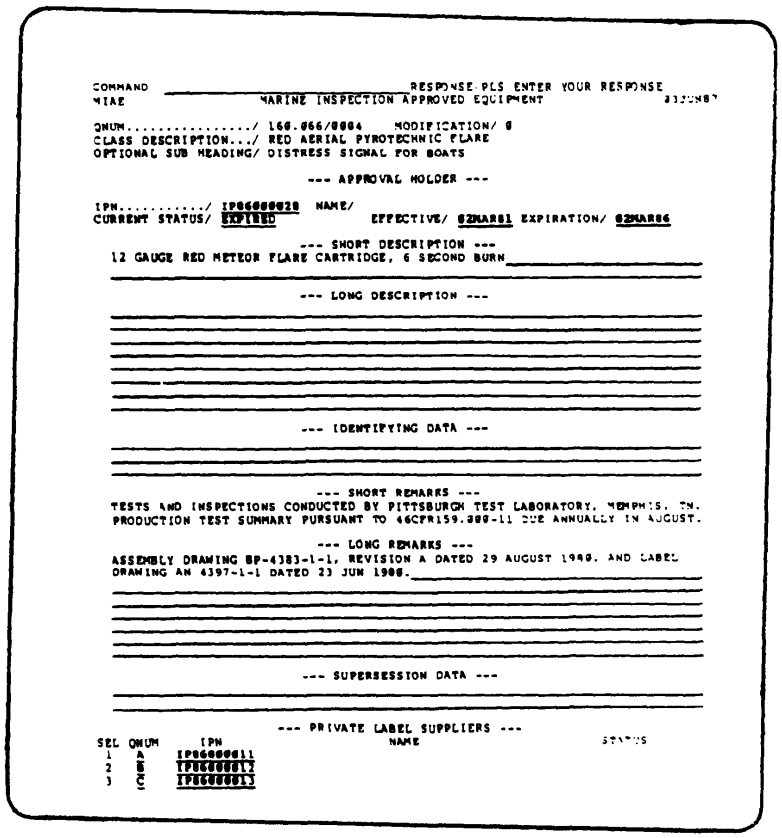
STEP 2

- MSIS responds with the approved equipment form. (Please note that the information entered for the equipment class via MICD is mapped to this form. The user may change this information as appropriate.)



STEP 3

- The user enters the supplier information, including effective and expiration dates
- **SEND**



```
COMMAND _____RESPONSE PLS ENTER YOUR RESPONSE
MIAE          MARINE INSPECTION APPROVED EQUIPMENT

QNUM...../ 160.066/0004    MODIFICATION/ 0
CLASS DESCRIPTION.../ RED AERIAL PYROTECHNIC FLARE
OPTIONAL SUB HEADING/ DISTRESS SIGNAL FOR BOATS

                --- APPROVAL HOLDER ---

IPN...../ IP06000020  NAME/
CURRENT STATUS/ EXPIRED        EFFECTIVE/ 02MAR81 EXPIRATION/ 02MAR86

                --- SHORT DESCRIPTION ---
12 GAUGE RED METEOR FLARE CARTRIDGE, 6 SECOND BURN_____

                --- LONG DESCRIPTION ---

                --- IDENTIFYING DATA ---

                --- SHORT REMARKS ---
TESTS AND INSPECTIONS CONDUCTED BY PITTSBURGH TEST LABORATORY, MEMPHIS, TN.
PRODUCTION TEST SUMMARY PURSUANT TO 46CFR159.000-11 DUE ANNUALLY IN AUGUST.

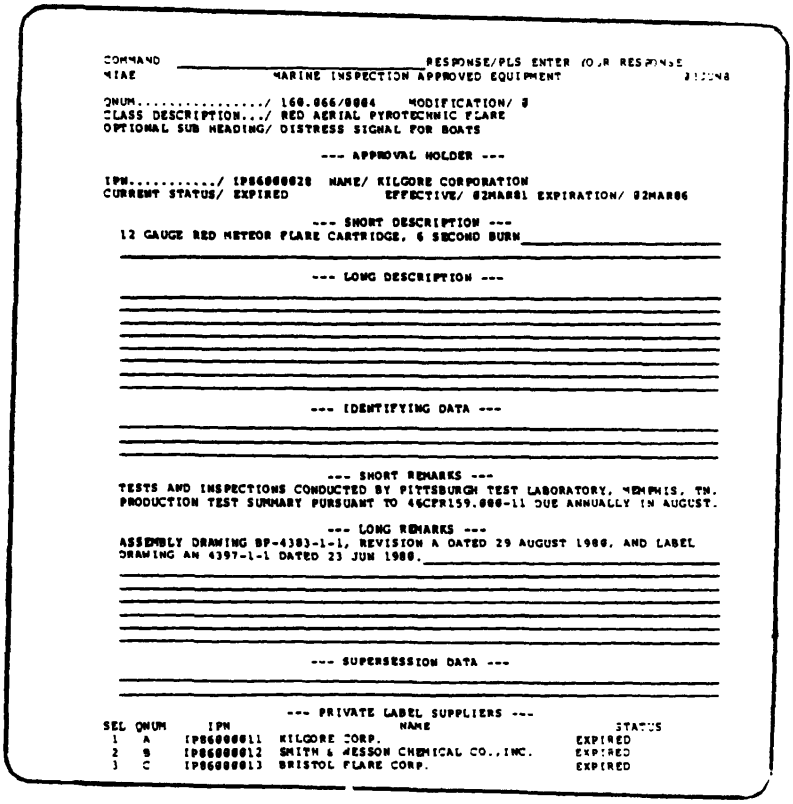
                --- LONG REMARKS ---
ASSEMBLY DRAWING BP-4383-1-1, REVISION A DATED 29 AUGUST 1980, AND LABEL
DRAWING AN 4397-1-1 DATED 23 JUN 1980._____

                --- SUPERSESSION DATA ---

                --- PRIVATE LABEL SUPPLIERS ---
SEL QNUM     IPN                NAME                    STATUS
 1   A     IP06000011
 2   B     IP06000012
 3   C     IP06000013
```

STEP 4

- MSIS responds with the completed form. Please note that the suppliers' names are filled in and presented for the user's review.
- **SEND**



```
COMMAND _____RESPONSE/PLS ENTER YOUR RESPONSE
MIAE          MARINE INSPECTION APPROVED EQUIPMENT

QNUM...../ 160.066/0004    MODIFICATION/ 0
CLASS DESCRIPTION.../ RED AERIAL PYROTECHNIC FLARE
OPTIONAL SUB HEADING/ DISTRESS SIGNAL FOR BOATS

                --- APPROVAL HOLDER ---

IPN...../ IP06000020  NAME/ KILGORE CORPORATION
CURRENT STATUS/ EXPIRED        EFFECTIVE/ 02MAR81 EXPIRATION/ 02MAR86

                --- SHORT DESCRIPTION ---
12 GAUGE RED METEOR FLARE CARTRIDGE, 6 SECOND BURN_____

                --- LONG DESCRIPTION ---

                --- IDENTIFYING DATA ---

                --- SHORT REMARKS ---
TESTS AND INSPECTIONS CONDUCTED BY PITTSBURGH TEST LABORATORY, MEMPHIS, TN.
PRODUCTION TEST SUMMARY PURSUANT TO 46CFR159.000-11 DUE ANNUALLY IN AUGUST.

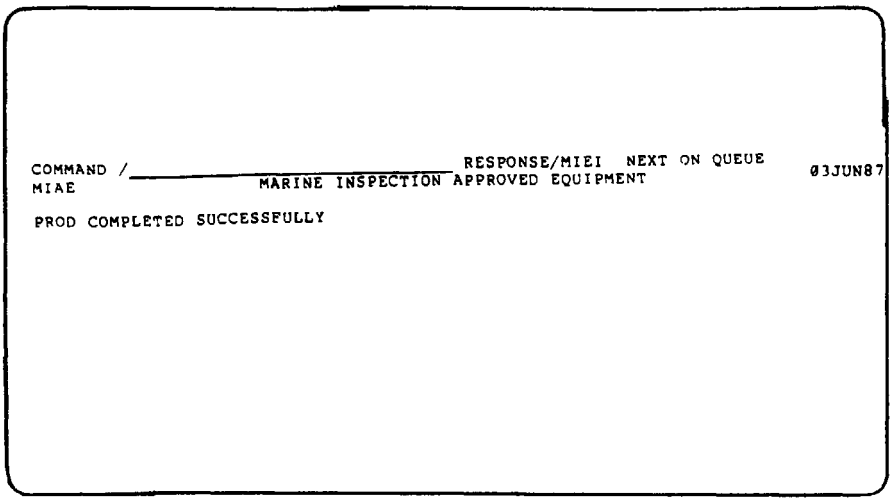
                --- LONG REMARKS ---
ASSEMBLY DRAWING BP-4383-1-1, REVISION A DATED 29 AUGUST 1980, AND LABEL
DRAWING AN 4397-1-1 DATED 23 JUN 1980._____

                --- SUPERSESSION DATA ---

                --- PRIVATE LABEL SUPPLIERS ---
SEL QNUM     IPN          NAME                          STATUS
 1   A     IP06000011  KILGORE CORP.                    EXPIRED
 2   B     IP06000012  SMITH & WESSON CHEMICAL CO.,INC. EXPIRED
 3   C     IP06000013  BRISTOL FLARE CORP.              EXPIRED
```

STEP 5

- MSIS responds with a confirmation message



C. Marine Inspection Class Description -- **MICD**.

1. **MICD** Purpose and Description.

   a. Allows the entry of general text data for a class of Subchapter Q equipment.

   b. Maps the general text to each newly-created MIAE, providing standard wording for that particular class of approved equipment.

   c. Figure 6-2 shows the data definitions for MICD. See Enclosure (1) for the abbreviation meanings.

   d. The use of MICD is illustrated in the following example sequence entitled: Entering a Class Description.

2. Accessing MICD.

   a. Menu. MICD is normally accessed through MIEI.

   b. Free-Form. MICD can be accessed through free-form with a Subchapter Q class number as follows:

      -MICD,<E, U, or R>,QCLASS=<subchapter Q class number>

      where:

      E = entry mode
      U = update mode
      R = retrieval mode
      QCLASS = subchapter Q class number: the first six digits of a Subchapter Q number. It must include the period and any zeros that would normally appear in the number.

      EXAMPLE:

      -MICD,U,QCLASS=161.122

   c. Selection From Other Products. MICD is not accessed from other products.

   d. Product Use Authority Levels.

      Retrieval – 1 Entry/Update - 2

3. **MICD** Data Entry Requirements and Explanation.

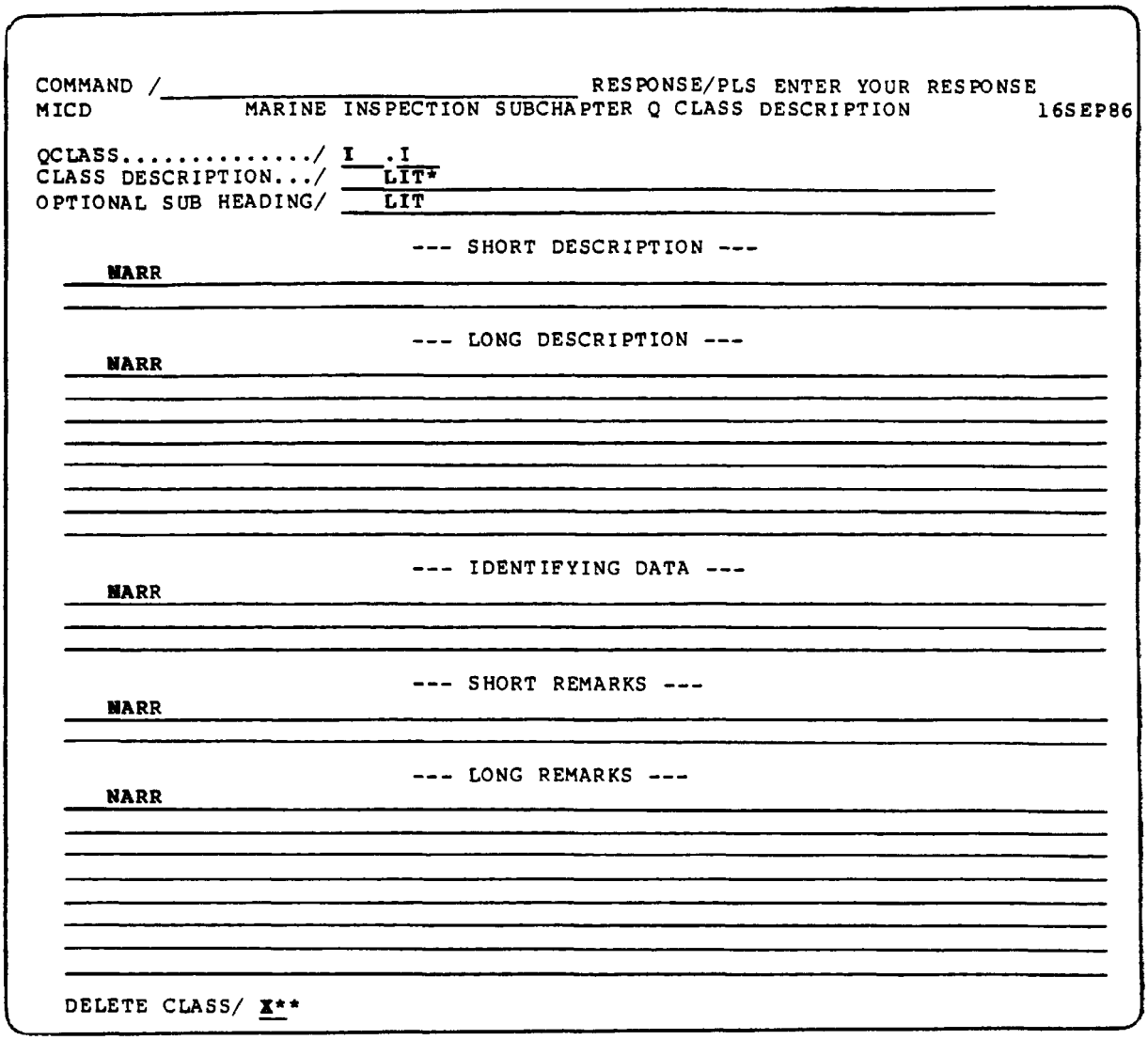
   a. General Processing. In **E(ntry)** mode, MICD is accessed through MIEI using a QCLASS number. MICD responds with a form containing heading information and five blank narrative paragraphs. The user enters

general text in these paragraphs to provide standard wording for this particular class of approved equipment. Once this text has been sent it will be displayed both on MICD and on any subsequently generated MIAEs. Only personnel with designated G-MVI-3 passwords can enter this information on MICD.

In **U(pdate)** mode, any of the text paragraphs may be changed or have text added to them. An MICD may be deleted only when all MIAEs linked to a particular class have been removed from MSIS. An MICD is deleted by placing an **"X"** in the Delete Class slot and pressing **SEND.**

MICD may be accessed in **R(etrieval)** mode to view the descriptive information currently available for a particular class of Subchapter Q approved equipment.

b. Special Processing. None.



* Field must be filled in on initial entry.

** Field is only available in update mode when no QNUMs or MIAEs are attached to the class number.

FIGURE 6-2.....DATA DEFINITIONS FOR MICD

MICD/Entry/Entering a Class Description

STEP 1

- Enter the desired QCLASS Number
- **SEL,81**
- SEND

```
COMMAND /SEL,81                                RESPONSE/PLS ENTER YOUR RESPONSE
MIEI                    MARINE INSPECTION ENTRY INDEX                    16SEP86

CASE/ ________   VIN../ ________        NAME../
                 FIN../ ________        NAME../
                 QNUM / ___.___/_____   QCLASS/ 160.066
LOG CRITERIA:    FROM(SINCE)/ ______    TO..../ ______      PORT/ _____

                                -- MODE --                                -- MODE --
  --- REPORT ACTIVITY ---      ENTRY RTRV      --- LOGS ---              ENTRY RTRV
SCHEDULER..............(MISF)   1   11    SCHEDULED INSPECT....(MISI)   61   71
ACTIVITY REPORT........(MIAR)   2   12    STATUS AT PORT.......(MISP)   62   72
DEFICIENCY REPORT......(MIDR)   3   13    PORT LOG.............(MIPL)    *   73
DEFICIENCY FOLLOW-UP...(MIDF)   4   14    COI FLEET............(MIFR)    *   74
COI AMENDMENT..........(MICA)   5   15    PLATFORM LIST........(PFPL)    *   75
SPECIAL NOTE...........(MISN)   6   16    OVERDUE INSPECT......(MIOI)    *   76

  --- INSPECTION STATUS ---                  --- SUBCHAPTER Q ---
SUMMARY................(MISS)   *   31    CLASS DESCRIPTION....(MICD)   81   91
DETAILS................(MISD)  22   32    APPROVED EQUIPMENT...(MIAE)   82   92
CRITICAL PROFILE.......(MICP)   *   33    CERT OF APPROVAL.....(MICOA)   *   93
PRE-INSPECTION PACKAGE.(MIPIP)  *   34    EQUIPMENT CLASS......(MIEC)    *   94
                                          EQUIPMENT LIST.......(MIEL)    *   95
   --- ADMINISTRATION ---
FIELD INFORMATION......(MIFI)  41   51
```

STEP 2

- MSIS responds with the class description form
- The user fills in the desired information
- SEND

```
COMMAND /____________________________ RESPONSE/PLS ENTER YOUR RESPONSE
MICD          MARINE INSPECTION SUBCHAPTER Q CLASS DESCRIPTION          16SEP86

QCLASS.............../ 160.066
CLASS DESCRIPTION.../ RED AERIAL PYROTECHNIC FLARE
OPTIONAL SUB HEADING/ DISTRESS SIGNAL FOR BOATS

                          --- SHORT DESCRIPTION ---
12 GAUGE RED METEOR FLARE CARTRIDGE, 6 SECOND BURN

                          --- LONG DESCRIPTION ---

                          --- IDENTIFYING DATA ---

                          --- SHORT REMARKS ---
TESTS AND INSPECTIONS CONDUCTED BY PITTSBURGH TEST LABORATORY, MEMPHIS, TN.
PRODUCTION TEST SUMMARY PURSUANT TO 46CFR159.000-11 DUE ANNUALLY IN AUGUST.

                          --- LONG REMARKS ---
ASSEMBLY DRAWING BP-4383-1-1, REVISION A DATED 29 AUGUST 1980, AND LABEL
DRAWING AN 4397-1-1 DATED 23 JUN 1980.
```

STEP 3

- MSIS responds with a confirmation message

```
COMMAND /_____ RESPONSE/MIEI  NEXT ON QUEUE
MICD          MARINE INSPECTION SUBCHAPTER Q CLASS DESCRIPTION        16SEP86

PROD COMPLETED SUCCESSFULLY
```

STEP 4

- The user goes on and selects the approved equipment product, MIAE
- SEND

```
COMMAND /SEL,82_____ RESPONSE/PLS ENTER YOUR RESPONSE
MIEI                 MARINE INSPECTION ENTRY INDEX                  16SEP86

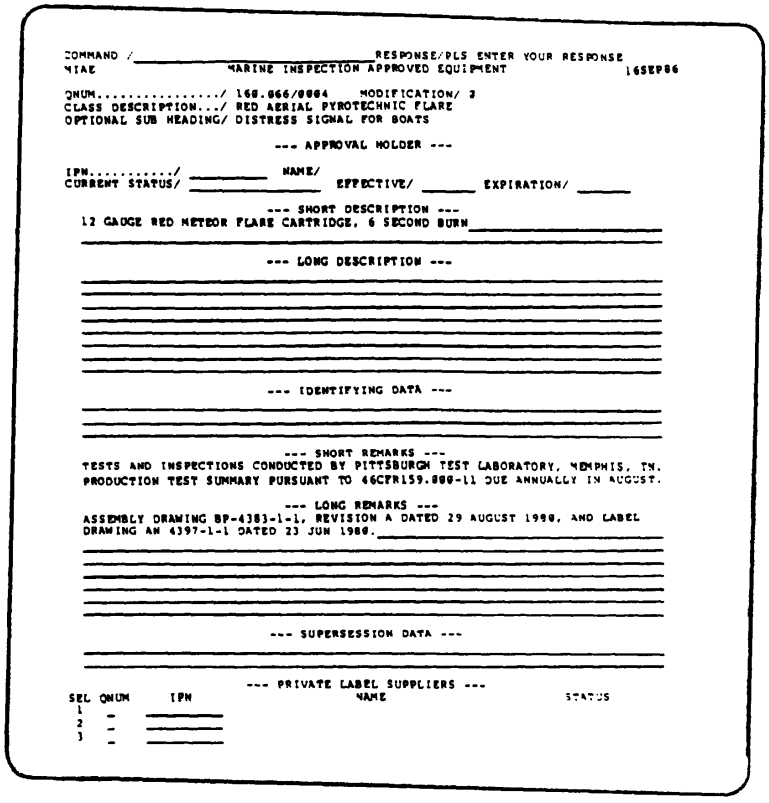
CASE/ _____ VIN../ _____      NAME../
          FIN../              NAME../
          QNUM / I60.066/0004 QCLASS/ __.__
LOG CRITERIA: FROM(SINCE)/ _____ TO..../ _____   PORT/ ____

                              -- MODE --                              -- MODE --
  --- REPORT ACTIVITY ---     ENTRY RTRV      --- LOGS ---            ENTRY RTRV
SCHEDULER.....(MISF)    1   11   SCHEDULED INSPECT....(MISI)  61   71
ACTIVITY REPORT.....(MIAR)    2   12   STATUS AT PORT.....(MISP)  62   72
DEFICIENCY REPORT.....(MIDR)  3   13   PORT LOG.....(MIPL)   *   73
DEFICIENCY FOLLOW-UP...(MIDF) 4   14   COI FLEET.....(MIFR)   *   74
COI AMENDMENT.....(MICA)      5   15   PLATFORM LIST.....(PFPL)  *   75
SPECIAL NOTE.....(MISN)       6   16   OVERDUE INSPECT.....(MIOI)  *   76

  --- INSPECTION STATUS ---          --- SUBCHAPTER Q ---
SUMMARY.....(MISS)      *   31   CLASS DESCRIPTION....(MICD)  81   91
DETAILS.....(MISD)     22   32   APPROVED EQUIPMENT...(MIAE)  82   92
CRITICAL PROFILE.....(MICP)   *   33   CERT OF APPROVAL.....(MICOA)  *   93
PRE-INSPECTION PACKAGE.(MIPIP)*   34   EQUIPMENT CLASS.....(MIEC)  *   94
                                       EQUIPMENT LIST.....(MIEL)  *   95
   --- ADMINISTRATION ---
FIELD INFORMATION.....(MIFI)  41   51
```

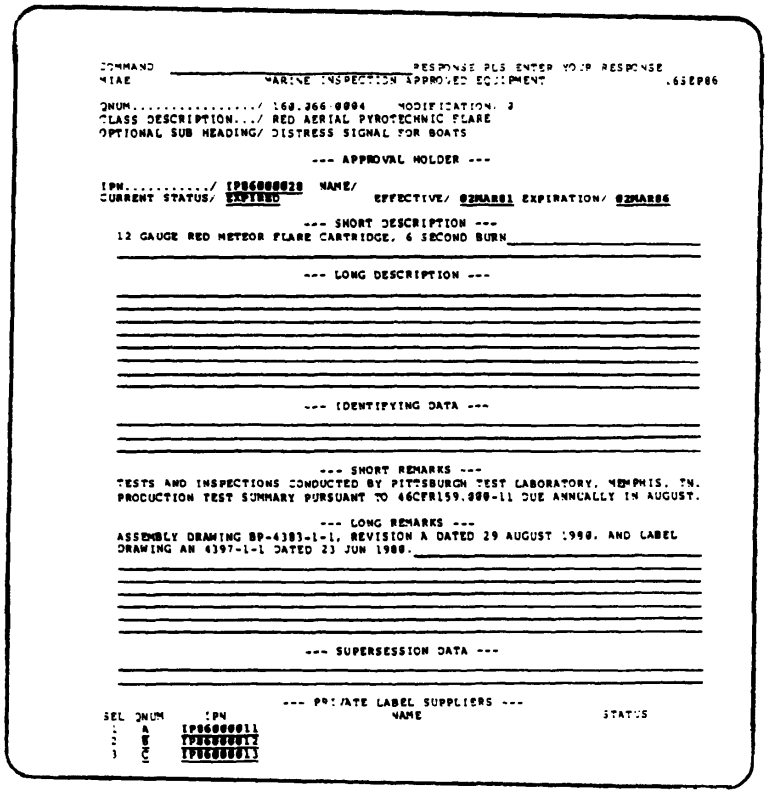
STEP 5

- MSIS responds with the approved equipment form. Please note that the information just entered for the equipment class is mapped to this form.



STEP 6

- The user enters the supplier information, including effective and expiration dates
- **SEND**



STEP 7

- MSIS responds with the completed form. Please note that the suppliers' names are filled in and presented for the user's review
- **SEND**

```
COMMAND /_____________________________RESPONSE/PLS ENTER YOUR RESPONSE
MIAE                 MARINE INSPECTION APPROVED EQUIPMENT                16SEP86

QNUM................/ 160.066/0004    MODIFICATION/ 0
CLASS DESCRIPTION.../ RED AERIAL PYROTECHNIC FLARE
OPTIONAL SUB HEADING/ DISTRESS SIGNAL FOR BOATS

                          --- APPROVAL HOLDER ---

IPN............./ IP86000028  NAME/ KILGORE CORPORATION
CURRENT STATUS/ EXPIRED            EFFECTIVE/ 02MAR81 EXPIRATION/ 02MAR86

                        --- SHORT DESCRIPTION ---
  12 GAUGE RED METEOR FLARE CARTRIDGE, 6 SECOND BURN_____________________
  ______________________________________________________________________

                        --- LONG DESCRIPTION ---
  ______________________________________________________________________
  ______________________________________________________________________
  ______________________________________________________________________
  ______________________________________________________________________
  ______________________________________________________________________
  ______________________________________________________________________
  ______________________________________________________________________
  ______________________________________________________________________

                        --- IDENTIFYING DATA ---
  ______________________________________________________________________
  ______________________________________________________________________
  ______________________________________________________________________

                          --- SHORT REMARKS ---
  TESTS AND INSPECTIONS CONDUCTED BY PITTSBURGH TEST LABORATORY, MEMPHIS, TN.
  PRODUCTION TEST SUMMARY PURSUANT TO 46CFR159.000-11 DUE ANNUALLY IN AUGUST.

                          --- LONG REMARKS ---
  ASSEMBLY DRAWING BP-4383-1-1, REVISION A DATED 29 AUGUST 1980, AND LABEL
  DRAWING AN 4397-1-1 DATED 23 JUN 1980._________________________________
  ______________________________________________________________________
  ______________________________________________________________________
  ______________________________________________________________________
  ______________________________________________________________________
  ______________________________________________________________________
  ______________________________________________________________________

                        --- SUPERSESSION DATA ---
  ______________________________________________________________________
  ______________________________________________________________________

                      --- PRIVATE LABEL SUPPLIERS ---
 SEL QNUM     IPN                  NAME                          STATUS
  1   A     IP86000011  KILGORE CORP.                           EXPIRED
  2   B     IP86000012  SMITH & WESSON CHEMICAL CO.,INC.        EXPIRED
  3   C     IP86000013  BRISTOL FLARE CORP.                     EXPIRED
```

STEP 8

- MSIS responds with a confirmation message

```
COMMAND /_____________________________RESPONSE/MIEI  NEXT ON QUEUE
MIAE                 MARINE INSPECTION APPROVED EQUIPMENT                16SEP86

PROD COMPLETED SUCCESSFULLY
```

D. Marine Inspection Equipment Classes -- **MIEC.**

1. **MIEC** Purpose and Description.

   a. Permits the user to locate a Subchapter Q class number given a particular class description.

   b. Provides a current list of established Subchapter Q classes.

   c. May be used to select a list (MIEL) of all current and formerly approved Subchapter Q numbers associated with a class.

   d. Receives an entry when a Marine Inspection Class Description (MICD) is completed.

   e. Figure 6-3 shows MIEC as it appears on the terminal.

   f. The use of this product is illustrated in the following example sequence entitled: Retrieval of a Subchapter Q Number.

2. Accessing **MIEC.**

   a. Menu. MIEC is normally accessed through MIEI.

   b. Free-Form. MIEC can be accessed through free-form with just the product code as follows:

      -MIEC,<E, U, or R>

      where:

      E = entry mode
      U = update mode
      R = retrieval mode

      EXAMPLE:

      -MIEC,R

   c. Selection From Other Products. MIEC is not accessed from other products; however, MIEC "pushes" itself back on the queue following selections made by the user. After all selections are completed, MIEC will be next on queue. To remove MIEC from the queue, enter SKIP in the Command Slot and press **SEND.**

   d. Product Use Authority Levels.

      Retrieval - 1

3. **MIEC** Data Entry Requirements and Explanation.

   a. General Processing. MIEC is retrieved through MIEI, with no required identifiers. MSIS responds with a list of Subchapter Q classes, each entry containing a SEL KEY, a Q Class Number and a Class Description. The user may select one or more entries from the list and then proceed to MIEL (Marine Inspection Equipment List) for a list of current MIAEs associated with the desired class(es). MIEC may be accessed in any mode; however, if a user with an MIEC password authority of 2 or higher free-forms to MIEC in either **E(ntry)** or **U(pdate)** mode, **U(pdate)** mode is carried over to any selected MIELs and MIAEs, provided the login port code is the same as the initiating port code for that MIAE.

   b. Special Processing. None.

```
COMMAND /_____ RESPONSE/KEY "SEL,1,2,..." FOR MIEL(S)
MIEC                MARINE INSPECTION EQUIPMENT CLASSES          16SEP86
                        DEFINED CLASSES OF EQUIPMENT

 SEL     CLASS
 KEY    Q-NUMBER          CLASS DESCRIPTION
   1.   160.015  LIFEBOAT WINCHES
   2.   159.015  MARINE SANITATION DEVICES (MSD),TYPE,I,II,&II
   3.   159.150  MARINE SANITATION DEVICES(MSD)
   4.   154.230  PORTABLE DRYDOCK
   5.   160.000  LIFESAVING EQUIPMENT
   6.   160.001  LIFE PRESERVERS, GENERAL
   7.   160.002  LIFE PRESERVERS,
   8.   160.005  LIFE PRESERVERS, FIBROUS GLASS, ADULT & CHILD
   9.   160.010  BUOYANT APPARATUS
  10.   160.011  GAS MASKS,SCBA, SUPPLIED-AIR RESPIRATORS
  11.   160.013  HATCHETS - LIFEBOATS & LIFERAFTS
  12.   160.015  LIFEBOAT WINCHES
  13.   160.016  SAFETY LAMPS, FLAME
  14.   160.017  CHAIN LADDER
  15.   160.018  LIFE RAFTS FOR MERCHANT VESSELS
  16.   160.021  HAND RED FLARE DISTRESS SIGNALS
  17.   160.064  MARINE BUOYANT DEVICES
  18.   160.066  RED AERIAL PYROTECHNIC FLARE
  19.   161.002  FIRE PROTECTIVE SYSTEMS
  20.   161.010  ELECTRIC WATER LIGHT, FLOATING
  21.   162.002  SAFETY VALVES (AUXILIARY BOILERS)
  22.   162.003  PILOT HOISTS
  23.   162.003  NEW PILOT HOIST
  24.   163.002  PILOT HOISTS
  25.   164.018  RETROREFLECTIVE MATERIAL
```

FIGURE 6-3. DATA DEFINITIONS FOR MIEC

MIEC/Retrieval/Retrieval of a Subchapter Q Number

STEP 1

- **SEL,94**
- **SEND**

```
COMMAND /SEL,94                          RESPONSE/PLS ENTER YOUR RESPONSE
MIEI                    MARINE INSPECTION ENTRY INDEX                    16SEP86

CASE/ __________ VIN../ ________      NAME../
                 FIN../ ________      NAME../
                 QNUM / ___.___/_____ QCLASS/ ___.___
LOG CRITERIA:    FROM(SINCE)/ ________ TO..../ ________      PORT/ _____

                                -- MODE --                                -- MODE --
  --- REPORT ACTIVITY ---      ENTRY RTRV      --- LOGS ---              ENTRY RTRV
SCHEDULER..............(MISF)   1   11    SCHEDULED INSPECT....(MISI)  61   71
ACTIVITY REPORT........(MIAR)   2   12    STATUS AT PORT.......(MISP)  62   72
DEFICIENCY REPORT......(MIDR)   3   13    PORT LOG.............(MIPL)   *   73
DEFICIENCY FOLLOW-UP...(MIDF)   4   14    COI FLEET............(MIFR)   *   74
COI AMENDMENT..........(MICA)   5   15    PLATFORM LIST........(PFPL)   *   75
SPECIAL NOTE...........(MISN)   6   16    OVERDUE INSPECT......(MIOI)   *   76

  --- INSPECTION STATUS ---                  --- SUBCHAPTER Q ---
SUMMARY................(MISS)   *   31    CLASS DESCRIPTION....(MICD)  81   91
DETAILS................(MISD)  22   32    APPROVED EQUIPMENT...(MIAE)  82   92
CRITICAL PROFILE.......(MICP)   *   33    CERT OF APPROVAL.....(MICOA)  *   93
PRE-INSPECTION PACKAGE.(MIPIP)  *   34    EQUIPMENT CLASS......(MIEC)   *   94
                                          EQUIPMENT LIST.......(MIEL)   *   95
   --- ADMINISTRATION ---
FIELD INFORMATION......(MIFI)  41   51
```

STEP 2

- MSIS responds with a list of QCLASS Numbers and invites the user to select the associated equipment list(s) (MIEL)
- Enter the desired selection(s)
- Press SEND three times. (MSIS gives the user two opportunities to select from the list.)

```
COMMAND /SEL,13                          RESPONSE/KEY "SEL,1,2,..." FOR MIEL(S)
MIEC                    MARINE INSPECTION EQUIPMENT CLASSES                16SEP86
                                DEFINED CLASSES OF EQUIPMENT
          CLASS
  SEL    Q-NUMBER          CLASS DESCRIPTION
    1.   160.000  LIFESAVING EQUIPMENT
    2.   160.001  LIFE PRESERVERS, GENERAL
    3.   160.002  LIFE PRESERVERS,
    4.   160.005  LIFE PRESERVERS, FIBROUS GLASS, ADULT & CHILD
    5.   160.010  BUOYANT APPARATUS
    6.   160.011  GAS MASKS,SCBA, SUPPLIED-AIR RESPIRATORS
    7.   160.013  HATCHETS - LIFEBOATS & LIFERAFTS
    8.   160.015  LIFEBOAT WINCHES
    9.   160.016  SAFETY LAMPS, FLAME
   10.   160.017  CHAIN LADDER
   11.   160.018  LIFE RAFTS FOR MERCHANT VESSELS
   12.   160.021  HAND RED FLARE DISTRESS SIGNALS
   13.   160.045  RED AERIAL PYROTECHNIC FLARE
   14.   160.064  MARINE BUOYANT DEVICES
   15.   160.066  RED AERIAL PYROTECHNIC FLARE
   16.   161.002  FIRE PROTECTIVE SYSTEMS
   17.   161.010  ELECTRIC WATER LIGHT, FLOATING
   18.   161.040  LINE THROWING APPLIANCE, SHOULDER GUN TYPE
   19.   161.045  FILING A QCLASS NUMBER
   20.   162.002  SAFETY VALVES (AUXILIARY BOILERS)
   21.   162.003  PILOT HOISTS
   22.   162.003  NEW PILOT HOIST
   23.   163.002  PIOLT HOISTS
   24.   164.018  RETROREFLECTIVE MATERIAL
```

STEP 3

- MSIS responds with the desired equipment list (MIEL)
- Enter the selection(s) to retrieve the approved equipment information (MIAE) of interest
- Press **SEND**

```
COMMAND /SEL,2                          RESPONSE/KEY "SEL,1,2,..." FOR MIAE(S)
MIEL                  MARINE INSPECTION EQUIPMENT LIST                  16SEP86

QCLASS    CLASS DESCRIPTION
160.045   RED AERIAL PYROTECHNIC FLARE

                  --- LISTING OF CURRENT SOURCES ---
                                                                  EFFECT  STAT
SEL     Q-NUMBER          IPN            NAME                      DATE    US
  1. 160.045/0001      IP86000028 KILGORE CORPORATION             02MAR81 APP
  2. 160.045/A/0001    IP86000011 KILGORE CORP.                           PEN
  3. 160.045/B/0001    IP86000012 SMITH & WESSON CHEMICAL CO.,INC.        PEN
  4. 160.045/C/0001    IP86000013 BRISTOL FLARE CORP.                     PEN
```

STEP 4

- MSIS responds with the MIAE selected

```
COMMAND /____________________________ RESPONSE/MIEC  NEXT ON QUEUE
MIAE                  MARINE INSPECTION APPROVED EQUIPMENT                16SEP86

QNUM................/ 160.045/A/0001  MODIFICATION/
CLASS DESCRIPTION.../ RED AERIAL PYROTECHNIC FLARE
OPTIONAL SUB HEADING/ DISTRESS SIGNAL FOR BOATS

                          --- APPROVAL HOLDER ---

IPN............./ IP86000011  NAME/ KILGORE CORP.
CURRENT STATUS/ PENDING            EFFECTIVE/          EXPIRATION/ 02MAR91

                          --- SHORT DESCRIPTION ---
  12 GAUGE RED METEOR FLARE CARTRIDGE, 6 SECOND BURN.

                          --- SHORT REMARKS ---
  TESTS AND INSPECTIONS CONDUCTED BY PITTSBURGH TEST LABORATORY, MEMPHIS, TN.
  PRODUCTION TEST SUMMARY PURSUANT TO 46CFR159.000-11 DUE ANUALLY IN AUGUST.

                          --- LONG REMARKS ---
  ASSEMBLY DRAWING BP-4383-1-1, REVISION A DATED 29 AUGUST 1980, AND LABEL
  DRAWING A 4397-1-1 DATED 23 JUNE 1980.
```

E. Marine Inspection Equipment List -- **MIEL.**

1. **MIEL** Purpose and Description.

   a. Allows the user to locate current and formerly approved Subchapter Q Numbers given a particular class number.

   b. Provides a listing of currently established Subchapter Q Numbers associated with a particular class.

   c. Permits the selection of an MIAE for a particular piece of Subchapter Q approved equipment.

   d. Figure 6-4 shows MIEL as it appears on the terminal.

   e. The use of this product is illustrated in the following example sequence: Selecting an MIAE from MIEL.

2. Accessing **MIEL.**

   a. Menu. MIEL is normally accessed through MIEI.

   b. Free-Form. MIEL can be accessed through free-form with a Subchapter Q class number as follows:

      -MIEL,<E, U, or R>,QCLASS=<subchapter Q class number>

      where:

      E = entry mode
      U = update mode
      R = retrieval mode
      QCLASS = subchapter Q class number: the first six digits of a Subchapter Q number. It must include the period and any zeros that would normally appear in the number.

      EXAMPLE:

      -MIEL,U,QCLASS=161.233

   c. Selection From Other Products. MIEL is not accessed from other products.

   d. Product Use Authority Levels.

      Retrieval - 1

3. **MIEL** Data Entry Requirements and Explanation.

a. General Processing. MIEL is accessed through MIEI with a QCLASS number. MSIS responds with list of all "members" of a QCLASS, including the Sel Key, Q Number, IPN, Name, Effect Date, and Status. MIEL displays up to fifty (50) entries along with the message "KEY SEL,1,2,... FOR MIAE(S)" in the Response Slot. The user selects the desired log entries and presses SEND. If there are more entries, the Response Slot displays the message "SEND FOR SELECT(S) OR MORE". The user may make more selections, **SEND** a blank to bring up the first selection on the queue or enter **MORE** to see the next page of entries. If only one page of entries exists, the user may make more selections or press SEND twice to bring up the first selection on the queue.

MIEL also contains a list of former sources, if such sources exist. After displaying all current sources and/or all selections chosen by the user, MIEL displays the message "KEY HISTORY TO VIEW HISTORY". The user enters **"HISTORY"** to see a list of former sources. If there are more than fifty (50) entries, the user may enter MORE as explained above.

MIEL may be accessed in any mode; however, if a user with an MIEL password authority of 2 or higher free-forms to MIEL in either **E(ntry)** or **U(Ddate)** mode, **U(pdate)** mode is carried over to any selected MIAEs, provided the login port code is the same as the initiating port code for that MIAE.

b. Special Processing. None.

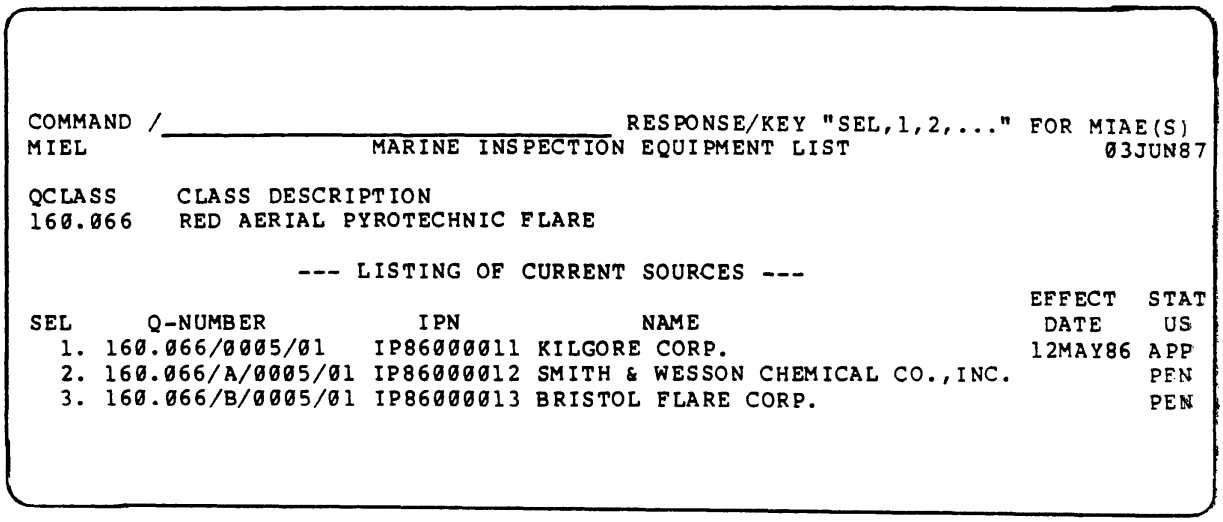


FIGURE 6-4 DATA DEFINITIONS FOR MIEL

MIEL/Entry/Selecting an MIAE From MIEL

STEP 1

- Enter the desired QCLASS Number
- **SEL,95**
- SEND

```
COMMAND /SEL,95                          RESPONSE/PLS ENTER YOUR RESPONSE
MIEI                  MARINE INSPECTION ENTRY INDEX                    03JUN87

CASE/ ________  VIN../ ________      NAME../
                FIN../ ________      NAME../
                QNUM / ___.___/_____ QCLASS/ 160.066
LOG CRITERIA:   FROM(SINCE)/ _______ TO..../ _______     PORT/ _____

                                 -- MODE --                                -- MODE --
  --- REPORT ACTIVITY ---       ENTRY RTRV      --- LOGS ---             ENTRY RTRV
SCHEDULER..............(MISF)   1   11    SCHEDULED INSPECT....(MISI)  61   71
ACTIVITY REPORT........(MIAR)   2   12    STATUS AT PORT.......(MISP)  62   72
DEFICIENCY REPORT......(MIDR)   3   13    PORT LOG.............(MIPL)   *   73
DEFICIENCY FOLLOW-UP...(MIDF)   4   14    COI FLEET............(MIFR)   *   74
COI AMENDMENT..........(MICA)   5   15    PLATFORM LIST........(PFPL)   *   75
SPECIAL NOTE...........(MISN)   6   16    OVERDUE INSPECT......(MIOI)   *   76

  --- INSPECTION STATUS ---                   --- SUBCHAPTER Q ---
SUMMARY................(MISS)   *   31    CLASS DESCRIPTION....(MICD)  81   91
DETAILS................(MISD)  22   32    APPROVED EQUIPMENT...(MIAE)  82   92
CRITICAL PROFILE.......(MICP)   *   33    CERT OF APPROVAL.....(MICOA)  *   93
PRE-INSPECTION PACKAGE.(MIPIP)  *   34    EQUIPMENT CLASS......(MIEC)   *   94
                                          EQUIPMENT LIST.......(MIEL)   *   95
   --- ADMINISTRATION ---
FIELD INFORMATION......(MIFI)  41   51
```

STEP 2

- MSIS responds with the equipment list for that class
- The user selects the primary supplier to see the detailed approved equipment information
- Press SEND two times. (MSIS gives the user two opportunities to select from the list.)

```
COMMAND /SEL,1                           RESPONSE/KEY "SEL,1,2,..." FOR MIAE(S
MIEL                  MARINE INSPECTION EQUIPMENT LIST                 03JUNE

QCLASS    CLASS DESCRIPTION
160.066   RED AERIAL PYROTECHNIC FLARE

                  --- LISTING OF CURRENT SOURCES ---
                                                                  EFFECT  STA
SEL     Q-NUMBER          IPN            NAME                      DATE    US
  1. 160.066/0005/01   IP86000011 KILGORE CORP.                   12MAY86 APP
  2. 160.066/A/0005/01 IP86000012 SMITH & WESSON CHEMICAL CO.,INC.        PEN
  3. 160.066/B/0005/01 IP86000013 BRISTOL FLARE CORP.                     PEN
```

STEP 3

- MSIS responds with the approved equipment information for the primary supplier
- The user selects a private label supplier to see this information
- Press SEND

```
COMMAND /SEL,2                                RESPONSE/KEY "SEL,1,2,..." FOR MIAE(S)
MIAE                  MARINE INSPECTION APPROVED EQUIPMENT                  03JUN87

QNUM................/ 160.066/0005    MODIFICATION/ 01
CLASS DESCRIPTION.../ RED AERIAL PYROTECHNIC FLARE
OPTIONAL SUB HEADING/ DISTRESS SIGNAL FOR BOATS

                          --- APPROVAL HOLDER ---

IPN............./ IP86000011  NAME/ KILLGORE CORP.
CURRENT STATUS/ APPROVED            EFFECTIVE/ 12MAY86 EXPIRATION/ 12MAY88

                         --- SHORT DESCRIPTION ---
  12 GAUGE RED METEOR FLARE CARTRIDGE, 6 SECOND BURN

                          --- SHORT REMARKS ---
  TESTS AND INSPECTIONS CONDUCTED BY PITTSBURGH TEST LABORATORY, MEMPHIS, TN.
  PRODUCTION TEST SUMMARY PURSUANT TO 46CFR159.000-11 DUE ANNUALLY IN AUGUST.

                          --- LONG REMARKS ---
  ASSEMBLY DRAWING BP-4383-1-1, REVISION A DATED 29 AUGUST 1980, AND LABEL
  DRAWING AN 4397-1-1 DATED 23 JUN 1980.

                       --- PRIVATE LABEL SUPPLIERS ---
SEL QNUM     IPN                    NAME                        STATUS
 1   A    IP86000001  HELEN MCGILICUTTY                      PENDING
 2   B    IP86000002  LATVIAN TRADING COMPANY                PENDING
 3   C    IP86000003  HYPERION SHIPPING CORPORATION          PENDING
```

STEP 4

- MSIS responds with the approved equipment information for the private label supplier

```
COMMAND /____________________________ RESPONSE/NEXT:MIAE  SUBJ=1600660005   R
MIAE                  MARINE INSPECTION APPROVED EQUIPMENT                  03JUN87

QNUM................/ 160.066/B/0005  MODIFICATION/ 01
CLASS DESCRIPTION.../ RED AERIAL PYROTECHNIC FLARE
OPTIONAL SUB HEADING/ DISTRESS SIGNAL FOR BOATS

                          --- APPROVAL HOLDER ---

IPN............./ IP86000002  NAME/ LATVIAN TRADING COMPANY
CURRENT STATUS/ PENDING             EFFECTIVE/         EXPIRATION/ 12MAY88

                         --- SHORT DESCRIPTION ---
  12 GAUGE RED METEOR FLARE CARTRIDGE, 6 SECOND BURN

                          --- SHORT REMARKS ---
  TESTS AND INSPECTIONS CONDUCTED BY PITTSBURGH TEST LABORATORY, MEMPHIS, TN.
  PRODUCTION TEST SUMMARY PURSUANT TO 46CFR159.000-11 DUE ANNUALLY IN AUGUST.

                          --- LONG REMARKS ---
  ASSEMBLY DRAWING BP-4383-1-1, REVISION A DATED 29 AUGUST 1980, AND LABEL
  DRAWING AN 4397-1-1 DATED 23 JUN 1980.
```

F. Marine Inspection Certificate Of Approval -- **MICOA.**

1. **MICOA** Purpose and Description.

   a. Permits the printing of Certificate of Approval information onto an official U.S. Coast Guard form.

   b. Generates the COA from data previously entered on MIAE and PNID.

   c. c. Figure 6-5 shows MICOA as it appears on the terminal.

   d. The use of this product is illustrated in the following sequence entitled: Printing the Certificate of Approval.

2. Accessing **MICOA.**

   a. Menu. MICOA is normally accessed through MIEI.

   b. Free-Form. MICOA can be accessed through free-form with a Subchapter Q number as follows:

      -MICOA,<E, U, or R>,QNUM=<subchapter Q number>

      where:

      E = entry mode
      U = update mode
      R = retrieval mode
      QNUM = subchapter Q number: must be the correct length with the period and slashes in the correct location. QNUM must include any zeros that would normally appear in the Subchapter Q number.

      EXAMPLE:

      -MICOA,R,QNUM=161.322/A0011

   c. Selection From Other Products. MICOA is not accessed from other products.

   d. Product Use Authority Levels.

      Retrieval - 1

3. **MICOA** Data Entry Requirements and Explanation.

   a. General Processing. MICOA is accessed through MIEI using a Subchapter Q number. MICOA responds with the statement "Certificate of Approval Forms Should be Placed in the Printer" and the instructions to press

SEND to print the certificate or press ABORT to stop the request. The user then places the correct forms in the printer and prints the certificate or aborts out of MICOA.

NOTE: Once a complete QNUM has been entered in MSIS, the user may switch to other Subchapter Q numbers within the same class by entering only the last portion of the QNUM. For example, if the complete QNUM is 161.043/A/0022 and the number 161.043 has already been entered, the user may enter the following:

-MICOA,R,QNUM=A/0022

b. Special Processing. None.

NUMBER: 160.066/0005/01

EXPIRES MAY 12, 1988
RED AERIAL PYROTECHNIC FLARE

ISSUED TO DAVE HILL

MADRID, 222222222

12 GAUGE RED METEOR FLARE CARTRIDGE, 6 SECOND BURN

TESTS AND INSPECTIONS CONDUCTED BY PITTSBURGH TEST LABORATORY, MEMPHIS, TN. PRODUCTION TEST SUMMARY PURSUANT TO 46CFR159.000-11 DUE ANNUALLY IN AUGUST. ASSEMBLY DRAWING BP-4383-1-1, REVISION A DATED 29 AUGUST 1980, AND LABEL DRAWING AN 4397-1-1 DATED 23 JUN 1980.

*** END ***

WILLIAM J. BRYANT
OFFICER IN CHARGE, MARINE INSPECTION
OFFICE OF MERCHANT MARINE SAFETY
BY DIRECTION OF THE COMMANDANT, U.S.C.G.

GIVEN UNDER MY HAND THIS 23RD DAY OF JUNE, 1987, AT WASHINGTON D.C.

FIGURE 6-5. EXAMPLE OF MICOA

MICOA/Retrieval/Printing the Certificate of Approval

STEP 1

- Enter the desired QNUM Number
- **SEL,93**
- SEND

```
COMMAND /SEL,93                          RESPONSE/PLS ENTER YOUR RESPONSE
MIEI                    MARINE INSPECTION ENTRY INDEX                    16SEP86

CASE/ _________  VIN./ _______        NAME../
                 FIN./ _______        NAME../
                 QNUM/ 160.066/0005   QCLASS/ ___.___
LOG CRITERIA:    FROM(SINCE)/ _______ TO..../ _______      PORT/ _____

                                -- MODE --                                -- MODE --
  --- REPORT ACTIVITY ---       ENTRY RTRV      --- LOGS ---             ENTRY RTRV
SCHEDULER..............(MISF)   1   11    SCHEDULED INSPECT....(MISI)  61   71
ACTIVITY REPORT........(MIAR)   2   12    STATUS AT PORT.......(MISP)  62   72
DEFICIENCY REPORT......(MIDR)   3   13    PORT LOG.............(MIPL)   *   73
DEFICIENCY FOLLOW-UP...(MIDF)   4   14    COI FLEET............(MIFR)   *   74
COI AMENDMENT..........(MICA)   5   15    PLATFORM LIST........(PFPL)   *   75
SPECIAL NOTE...........(MISN)   6   16    OVERDUE INSPECT......(MIOI)   *   76

  --- INSPECTION STATUS ---                  --- SUBCHAPTER Q ---
SUMMARY................(MISS)   *   31    CLASS DESCRIPTION....(MICD)  81   91
DETAILS................(MISD)  22   32    APPROVED EQUIPMENT...(MIAE)  82   92
CRITICAL PROFILE.......(MICP)   *   33    CERT OF APPROVAL.....(MICOA)  *   93
PRE-INSPECTION PACKAGE.(MIPIP)  *   34    EQUIPMENT CLASS......(MIEC)   *   94
                                          EQUIPMENT LIST.......(MIEL)   *   95
   --- ADMINISTRATION ---
FIELD INFORMATION......(MIFI)  41   51
```

STEP 2

- MSIS responds with a message to position form in the printer
- SEND
- MSIS responds by printing the Certificate of Approval

```
COMMAND /_____________________________ RESPONSE/PLS ENTER YOUR RESPONSE
MICOA              MARINE INSPECTION CERTIFICATE OF APPROVAL              16SEP8

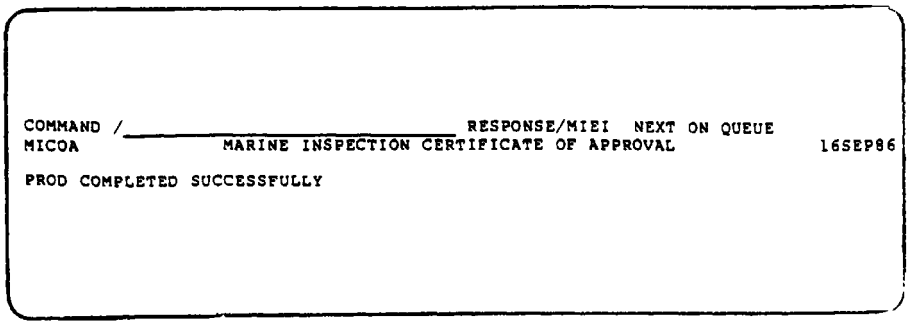
     CERTIFICATE OF APPROVAL FORMS SHOULD BE PLACED IN THE PRINTER

         TO PRINT THE CERTIFICATE: ... HIT THE "SEND" KEY

         TO STOP THE REQUEST: ........ ABORT
```

STEP 3

- When the printing is finished, MSIS responds with a confirmation message



CHAPTER 7. INSPECTION OUTPUTS

A. General. This chapter includes those Marine Inspection products which produce printed outputs. Three MI products are associated with the Certificate of Inspection, namely, the Marine Inspection Certificate of Inspection Proxy Form (MICOI), Marine Inspection Certificate of Inspection Form (MICIF) and the Marine Inspection Certificate Amendments (MICA). The Marine Inspection Pre-Inspection Package (MIPIP) represents a composite of all MSIS information relevant to the conduct of an inspection of a specific vessel. Finally, there are seven products which generate letters to a vessel's operator for various purposes. These are discussed in Section F - Marine Inspection Letters.

B. Marine Inspection Certificate Inspection Proxy Form -- MICOI.

1. **MICOI** Purpose and Description.

   a. Generates COI to the screen so it can be printed for review.

   b. Calls an additional product, MICIA, automatically for viewing all the attachments to the COI.

   c. Figure 7-1 shows MICOI and its attachments as they appear on the terminal.

   d. The use of MICOI is illustrated in the following example sequence entitled: Retrieving the Certificate of Inspection Proxy Image.

2. **Accessing MICOI.**

   a. Menu. MICOI is normally accessed through VFLI.

   b. Free-Form. MICOI can be accessed through free-form with:

      -MICOI,R,VIN=<vessel identification number>

      where:

      R = retrieval mode
      VIN = vessel identification number

      EXAMPLE:

      -MICOI,R,VIN=CG00003

   c. Selection From Other Products. MICOI is not accessed from other products.

   d. Product Use Authority Levels.

      Retrieval - 1

3. **MICOI** Data Entry Requirements and Explanation.

   a. General Processing. MICOI is used in **R(etrieval)** mode only, using the vessel's VIN. MICOI responds with a proxy of the Certificate of Inspection issued or to be issued to the subject vessel. The MICOI proxy is in a format which resembles the first page of the official COI document. MICOI automatically invokes the MICIA product (Marine Inspection COI Attachment) to display the attachments for the COI copy. The user only needs to press **SEND** to view these attachments.

A user may stop the printing of the COI at any time (Cont'd) by pressing **SHIFT ABORT.** To exit MICOI, press **SHIFT ABORT** a second time.

A name change has the following effect on the COI: The new vessel name becomes the VESSEL NAME shown on the COI. The vessel's old name becomes EX NAME on the COI and will show as EX NAME on the COI during the issue and first reissue of the COI.

The second reissue of a COI will not display an EX NAME for the vessel.

If the vessel has the vessel use of "FERRY BOAT", then the TOTAL PERSONS slot and PASSENGERS slot will contain the word "FERRY".

b. Special Processing. None.

```
MICOI          MARINE INSPECTION CERTIFICATE OF INSPECTION          13JAN88


                                                    ISSUED/  30SEP87

                                                    EXPIRED/ 01JUN90



                                      LAST HULL EXAM: 01JUN87  ALT INTERNAL
VESSEL NAME:                          VIN:       CALL:    SERVICE:
HOLLYWOOD CHEM JIM                    L2407000   JRW45    PASSENGER
HOME PORT:                          HULL MATL:   HP:      PROPULSION:
NOT DOCUMENTED                      ALUMINUM     305000   STEAM TURBINE
PLACE BUILT:                        DATE:    GTON:   NTON:   DWT:    LENGTH:
HERE                                01JAN47  222222  222222   1894   56.900
OWNER:                                OPERATOR:
FOREIGN TEST 28 DEC                   TEST 21 OCT FOREIGN - US TEST
ADDRESS - LINE 1 - OWN-MN             ADDRESS - LINE 1 - OWNER
ADDRESS - LINE 2 - OWN-MN             ADDRESS - LINE 2 - OWNER
CITY.................CITY,    POSTA   CITY.................CITY, DE 12345


    LIFEBOATMEN/  0              TANKERMEN/  0

 1 /MASTER          /1ST PILOT      /AB. SEAMEN      /CHIEF ENG'R      /FIREMEN
   /CH. MATE              PIL.     /OR. SEAMEN      /1ST ENG'R        /OILERS
   /2ND MATE        /RADIO OFF.    /DECKHANDS       /2ND ENG'R
         MATE               OPER                            ENG'RS

PASSENGERS/   25  OTHER CREW/  55   PERSONS IN ADDITION TO CREW/  0
WHILE SAILING DOWN THE HUDSON RIVER                  TOTAL PERSONS/   400


ROUTES LIMITED TO HUDSON RIVER NORTH OF MANHATTAN AND SOUTH OF WEST POINT.




        *** SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION ***
```

FIGURE 7-1. EXAMPLE OF MICOI

```
MICIA                    MARINE INSPECTION COI ATTACHMENT                    13JAN88




HOLLYWOOD CHEM JIM                      2          CERTIFICATION DATE: 30SEP87
        (VESSEL NAME)                (PAGE NUMBER)

                              --- ITC TONNAGES ---
                     GROSS/   1543          NET/   1200

                              --- STABILITY ---
               LETTER              APPROVAL DATE/ 21DEC46     OFFICE/ CORMS

                           --- CARGO AUTHORITY ---
AUTHORIZATION/ WHAT EVER THEY WISH TO CARRY IE PIES, CAKES, ICE CREAM
46CFR SUBCHAPTER D AUTHORITY: HIGHEST GRADE/ A   CAPACITY/    6455 UNITS/ GALS
46CFR SUBCHAPTER O AUTHORITY:  PART 151/ NO   PART 153/ YES  PART 154/ NO

                --- LIQUID BULK CARGO AUTHORITY/CONDITIONS ---

                      *LOADING CONSTRAINTS - STRUCTURAL*
                            MAX CARGO WEIGHT/TANK      MAXIMUM DENSITY
          TANK(S)                (SHORT TONS)             (LBS/GAL)
STAR/PORT ALL                          23                    22.50
MIDSHIP                                12                    11.25

                      *LOADING CONSTRAINTS - STABILITY*
  HULL                                    MAXIMUM LOAD  MAX DRAFT    DENSITY
 TYPE(S)              ROUTE(S)             (SHORT TONS) (FT&INCHES)  (LBS/GAL)
II          LAKES, BAYS, SOUNDS                   23       23.3      12.6

                    *SPECIFIC DANGEROUS CARGO AUTHORITY*
CHEM                                                              CON IMO -REACT-
CODE NOTE              CHEMICAL NAME                              TYP POL GRP EXC
 THA     Trimethyl hexamethylene diamine (2,2,4-                    D   7
          and 2,4,4-)
 ACN     Acrylonitrile                                              B   15  Y
         12345678901234567890123456789012345678901234567890123456789012345
 AAE     ALKYLENEAMINE ..............012345678901234567890123456789012345
         12345678901234567890123456789012345678901234567890123456789012345
         ..................................................X

                          *CONDITIONS OF CARRIAGE*
CARGOES WHICH, WHEN MIXED WITH EACH OTHER, REACT IN A HAZARDOUS MANNER MUST
BE SEPARATED FROM EACH OTHER BY A COFFERDAM, EMPTY TANK, OR MUTUALLY COMP-
ATIBLE CARGO. SUCH CARGOES SHALL NOT BE CARRIED IN TANKS HAVING A COMMON
PIPING OR VENTING SYSTEM.
**********************************NEW 05 JUN ******************************
NN
  H
H
H
H


                          *** SEE NEXT PAGE PLEASE ***
```

FIGURE 7-1. EXAMPLE OF MICOI (Continued)

FIGURE 7-1. EXAMPLE OF MICOI (Continued)

MICOI / Retrieval / Retrieving the Certificate of Inspection Proxy Image

STEP 1

- Enter a valid VIN on VFLI
- COMMAND:SEL,24
- **SEND**

```
COMMAND/ SEL,24                          RESPONSE/ PLS ENTER YOUR RESPONSE
VFLI                  VESSEL FILE LOGS AND FORMS INDEX                14JAN88

NAME/                                    VIN/ CG000174  CALL/ _______  FLAG/
LOG CRITERIA:  FROM (SINCE).../ _______  TO / _______

      --- LOGS ---                  SEL,        --- FORMS ---              SEL,
CG CONTACTS - OPEN CASES...(VFOC)     1     CERT. OF DOCUMENTATION..(VDCDF)  21
CG CONTACTS - CLOSED CASES.(VFCG)     2       (PROXY IMAGE).........(VDCOD)  22
  VESSEL DOCUMENTATION.....(VFVD)     3     CERT. OF INSPECTION.....(MICIF)  23
  MARINE INSPECTION........(VFMI)     4       (PROXY IMAGE).........(MICOI)  24
  VESSEL BOARDING.........  (VFVB)     5     CERT. OF COMPLIANCE.....(MICCF)  25
  MARINE CASUALTY..........(VFMC)     6       (PROXY IMAGE).........(MICOC)  26
  MARINE POLLUTION.........(VFMP)     7     SUBCH. O ENDORSEMENT....(MISOE)  27
  MARINE VIOLATIONS........(VFVL)     8       (PROXY IMAGE).........(MISOP)  28
SAFETY PERFORMANCE.........(VFSP)     9
DAMAGE/DEFECTS.............(VFDL)    10     REQUEST AVAILABILITY (X).......  30
```

STEP 2

- MSIS responds with COI image
- SEND to see next page

```
COMMAND/ _____________________________RESPONSE/ SEND FOR COI ATTACHMENT
MICOI          MARINE INSPECTION CERTIFICATE OF INSPECTION          14JAN88


                                                    ISSUED/  27AUG86

                                                    EXPIRED/ 27AUG88


                                      LAST HULL EXAM: 27AUG86 WORKING DRAFT
VESSEL NAME:                          VIN:       CALL:    SERVICE:
ZAPATA YORKTOWN                       CG000174   ZAPATAY  FREIGHT SHIP
HOME PORT:                          HULL MATL:   HP:      PROPULSION:
NOT DOCUMENTED
PLACE BUILT:                        DATE:    GTON:   NTON:   DWT:    LENGTH:
                                                 0       0          0.0000
OWNER:                                OPERATOR:
OLLIE JONES                           LATVIAN TRADING COMPANY
2100 SECOND ST SW                     12 LIME ST
WASHINGTON, DC 20593--123             MARKET SQUARE
                                      LONDON,    NW3 5-5


    LIFEBOATMEN/ 12              TANKERMEN/  0

 1 /MASTER       2 /1ST PILOT    2 /AB. SEAMEN     2 /CHIEF ENG'R   12 /FIREMEN
 2 /CH. MATE     2         PIL.  32 /OR. SEAMEN    2 /1ST ENG'R      2 /OILERS
 1 /2ND MATE     3 /RADIO OFF.   88 /DECKHANDS     2 /2ND ENG'R
 1         MATE  3         OPER  23                33        ENG'RS

PASSENGERS/  200  OTHER CREW/  21   PERSONS IN ADDITION TO CREW/ 20
                                                  TOTAL PERSONS/   450


LAKES AND OCEANS



      *** SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION ***
```

STEP 3

- Note message in response line
- SEND to execute each additional page of the attachment
- SEND to execute the next transaction on the queue

```
COMMAND/ ____________________________RESPONSE/ VFLI  NEXT ON QUEUE
MICIA                  MARINE INSPECTION COI ATTACHMENT                14JAN88

ZAPATA YORKTOWN                          2          CERTIFICATION DATE: 27AUG86
        (VESSEL NAME)                (PAGE NUMBER)

                          --- INSPECTION STATUS ---

                                *CARGO TANKS*
                       -INTERNAL EXAM- -EXTERNAL EXAM- SAFETY  --HYDRO TEST---
   IDENTIFICATION       LAST    NEXT    LAST    NEXT   VALVES   LAST    NEXT
#1 P/S (FR 38-48)     27AUG84 27AUG87 27AUG84 27AUG87 27AUG84 27AUG84 27AUG87
#2 P/S (FR 48-59)     27AUG86 27AUG87 27AUG84 27AUG87 27AUG84 27AUG84 27AUG87

                           *BOILERS/STEAM PIPING*
MAXIMUM STEAM PRESSURE ALLOWED/   10 PSI                ---------VALVES---------
   BOILER/PIPING      -----HYDRO----- -----MOUNTS----  ---SAFETY--  SUPERHEATER
---IDENTIFICATION--    LAST    NEXT   OPENED  REMOVED  SET   DATE   SET  DATE
13195                 01JAN86 01JAN87 01JAN86 01JAN86   Y  01JAN86   Y  01JAN86
13196                 01JAN86 01JAN87 01JAN86 01JAN86   Y  01JAN86   Y  01JAN86

                             *PRESSURE VESSELS*
        TYPE                LOCATION           LAST             NEXT
    OTHER               DEAERATOR             01JAN86          01JAN88
    AIR RECEIVER        CONTROL AIR           01JAN86          01JAN88
    AIR RECEIVER        SERVICE AIR           01JAN86          01JAN88
    AIR RECEIVER        MIDSHIP AIR           01JAN86          01JAN88
    AIR RECEIVER        ENG'RM DECK SUP       15JUN86          15JAN88

                              *TAILSHAFT(S)*
   TAILSHAFT ID                DATE DRAWN           NEXT DUE DATE
PORT                             12DEC85               12DEC87
STARBOARD                        12DEC85               12DEC87

                           *MISCELLANEOUS SYSTEMS*
      SYSTEM                ID NUMBER        TYPE    LAST       TYPE    LAST
FOG HORN                 28712             SVC      27JUN86
COMMUNICATIONS           C2872
MARINE SANITATION DE     3901
MARINE SANITATION DE     3892
```

C. Marine Inspection Certificate of Inspection Form -- MICIF.

1. **MICIF** Purpose and Description.

   a. Prints all vessel data required on a Certificate of Inspection on a pre-printed, continuously fed COI form; CG-841.

   b. Signature authority printed on COI is always the login unit.

   c. Invokes MICAF to print the attachment for the COI.

   d. Figure 7-2 shows MICIF as it appears on the printer.

   e. The use of MICIF is illustrated in the following example sequence entitled: Printing the Certificate of Inspection.

2. Accessing **MICIF**.

   a. Menu. MICIF is normally accessed through VFLI.

   b. Free-Form. MICIF can be accessed through free-form with:

      -MICIF,R,VIN=<vessel identification number>

      (Signature authority printed on the COI will be the MSIS log-in unit and not the POC for the vessel.)

      where:

      R = retrieval mode
      VIN = vessel identification number

      EXAMPLE:

      -MICIF,R,VIN=CG000008

   c. Selection From Other Products. MICIF is not accessed from other products.

   d. Product Use Authority Levels.

      Retrieval - 1

3. **MICIF** Data Entry Requirements and Explanation.

   a. General Processing. MICIF is normally entered through VFLI with a VIN or CALL number. MSIS responds with a screen which reminds the user to place the forms into the printer and gives the user a chance to print the form or ABORT.

Please Note: If a Permit to Proceed document exists on VFLD, the warning message "Warning Permit to Proceed Exists" appears before the COI will print.

For MICIF to execute, the following had to have been entered for the vessel:

(1) VFIP, VFOD, VFPS, and VFLD (updated by filing an MIAR)

(2) Inspection for certification filed

(3) Vessel linked to an owner and an operator

(4) Port of documentation known to MSIS for documented vessels

(5) Port of certification known to MSIS.

The user may stop the printing of the COI at anytime by pressing **SHIFT ABORT.** To exit MICIF, press **SHIFT ABORT** a second time.

A name change has the following effect on the COI: The new vessel name becomes the VESSEL NAME shown on the COI. The vessel's old name becomes EX NAME on the COI and will show as EX NAME on the COI during the issue and first reissue of the COI.

The second reissue of a COI will not display an EX NAME for the vessel.

If the vessel has the vessel use of "FERRY BOAT", then the TOTAL PERSONS slot and PASSENGERS slot will contain the word "FERRY".

b. Special Procesing. None.

CERTIFICATION DATE : 01AUG86

EXPIRATION DATE : 01AUG88

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Certificate of Inspection

LAST HULL EXAM: 01AUG86 DRYDOCK

VESSEL NAME	OFFICIAL NUMBER	CALL SIGN	SERVICE
SEALIFT ATLANTIC	DN557002	NIKA	PUB. TANKSHIP/BARGE
HOME PORT	**HULL MATERIAL**	**HORSEPOWER**	**PROPULSION**
NOT DOCUMENTED	STEEL	14000	DIESEL REDUCTION

PLACE BUILT	DATE BUILT	GROSS TONS	NET TONS	DWT	LENGTH
BATH, MAINE	31DEC74	17157	11858	27240	564.80

OWNER	OPERATOR
HYPERION SHIPPING CORPORATION 234 FARVIEW RD. OCEANSIDE, MD 11689	HYPERION SHIPPING CORPORATION 234 FARVIEW RD. OCEANSIDE, MD 11689

THIS VESSEL MUST BE MANNED WITH THE FOLLOWING LICENSED AND UNLICENSED PERSONNEL, INCLUDED IN WHICH THERE MUST BE 4 CERTIFICATED LIFEBOATMEN AND _____ CERTIFICATED TANKERMAN.

1 MASTER	____ MASTER & 1ST CLASS PILOT	6 ABLE SEAMEN	1 CHIEF ENGINEER	____ FIREMEN-WATERTENDERS
1 CHIEFMATE	____ _____ CLASS PILOT	3 ORDINARY SEAMEN	1 1ST ASST. ENGINEER	____ OILERS
1 2ND MATE	1 RADIO OFFICER(S)	____ DECKHANDS	1 2ND ASST. ENGINEER	____ _____
1 3RD _____ MATES	____ _____ OPERATOR(S)	____ _____	1 3RD _____ ENG'RS.	____ _____

IN ADDITION, THIS VESSEL MAY CARRY 0 PASSENGERS, 8 OTHER PERSONS IN CREW, 11 PERSONS IN ADDITION TO CREW, AND _____. TOTAL PERSONS ALLOWED: 37

ROUTE PERMITTED AND CONDITIONS OF OPERATION:

- O C E A N S -

A TOTAL OF FORTY-TWO (42) EXPOSURE SUITS ARE REQUIRED TO BE CARRIED ONBOARD WHEN THE VESSEL OPERATES NORTH OF 32 DEGREES N. OR SOUTH OF 32 DEGREES S. LATITUDE, IN THE ATLANTIC OCEAN OR WHEN IT OPERATES NORTH OF 35 DEGREES N. OR SOUTH OF 35DEGREES S. LATITUDE IN ALL OTHER WATERS.

*** SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION ***

WITH THIS INSPECTION HAVING BEEN COMPLETED AT CORPUS CHRISTI, TEXAS ON 01AUG86 THIS VESSEL IS CERTIFIED BY THE OFFICER IN CHARGE, MARINE INSPECTION, CORPUS CHRISTI TO BE IN ALL RESPECTS IN CONFORMITY WITH THE APPLICABLE VESSEL INSPECTION LAWS AND THE RULES AND REGULATIONS PRESCRIBED THEREUNDER.

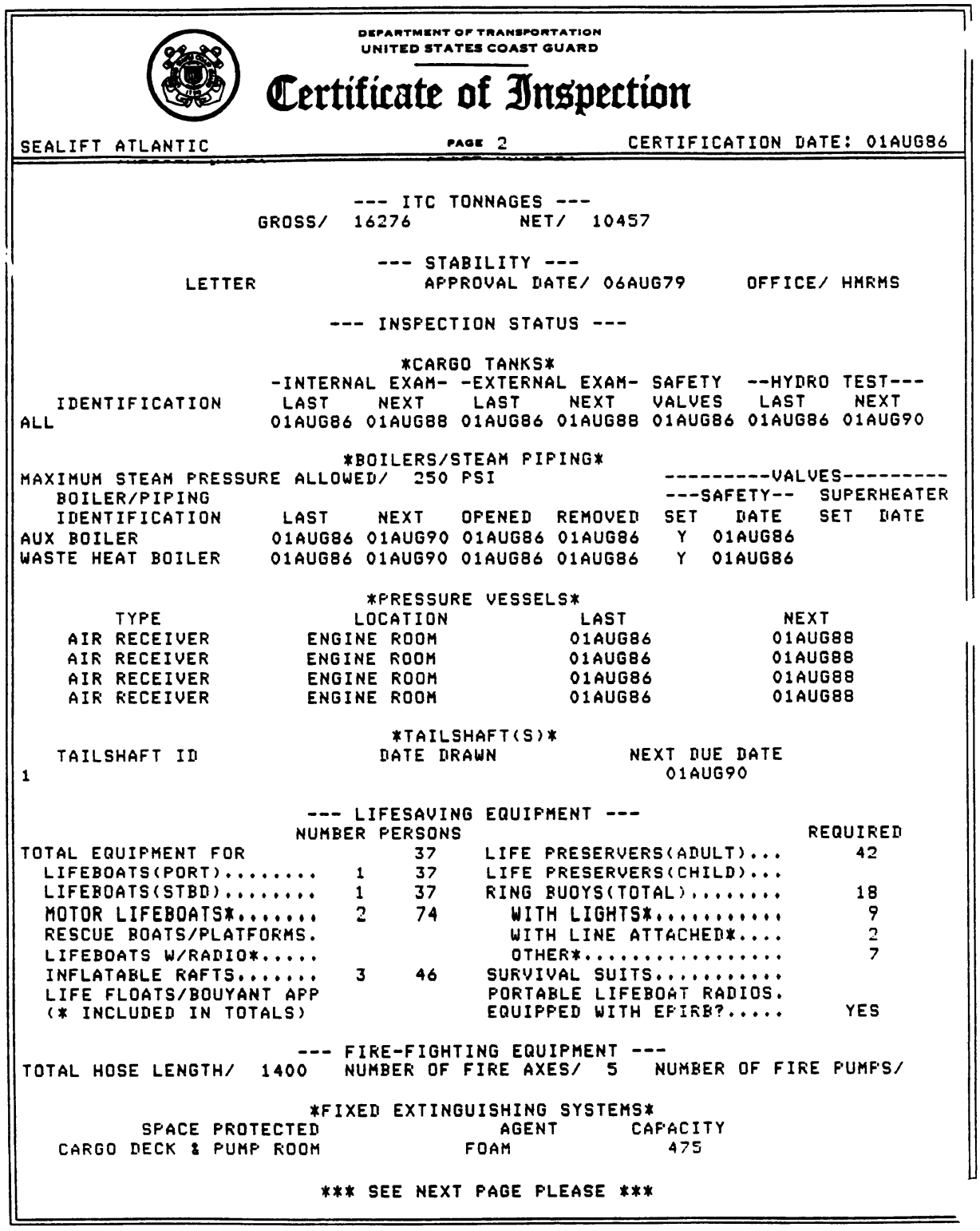
PERIODIC REINSPECTIONS		
DATE	ZONE	SIGNATURE

THIS CERTIFICATE ISSUED BY:

ROBERT LONG, USCG
OFFICER IN CHARGE, MARINE INSPECTION

CORPUS CHRISTI
INSPECTION ZONE

FIGURE 7-2. EXAMPLE OF MICIF



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Certificate of Inspection

SEALIFT ATLANTIC PAGE 2 CERTIFICATION DATE: 01AUG86

--- ITC TONNAGES ---
GROSS/ 16276 NET/ 10457

--- STABILITY ---
LETTER APPROVAL DATE/ 06AUG79 OFFICE/ HMRMS

--- INSPECTION STATUS ---

CARGO TANKS

IDENTIFICATION	-INTERNAL EXAM- LAST	NEXT	-EXTERNAL EXAM- LAST	NEXT	SAFETY VALVES	--HYDRO TEST--- LAST	NEXT
ALL	01AUG86	01AUG88	01AUG86	01AUG88	01AUG86	01AUG86	01AUG90

BOILERS/STEAM PIPING
MAXIMUM STEAM PRESSURE ALLOWED/ 250 PSI

BOILER/PIPING IDENTIFICATION	LAST	NEXT	OPENED	REMOVED	---------VALVES--------- ---SAFETY-- SET	DATE	SUPERHEATER SET	DATE
AUX BOILER	01AUG86	01AUG90	01AUG86	01AUG86	Y	01AUG86		
WASTE HEAT BOILER	01AUG86	01AUG90	01AUG86	01AUG86	Y	01AUG86		

PRESSURE VESSELS

TYPE	LOCATION	LAST	NEXT
AIR RECEIVER	ENGINE ROOM	01AUG86	01AUG88
AIR RECEIVER	ENGINE ROOM	01AUG86	01AUG88
AIR RECEIVER	ENGINE ROOM	01AUG86	01AUG88
AIR RECEIVER	ENGINE ROOM	01AUG86	01AUG88

TAILSHAFT(S)

TAILSHAFT ID	DATE DRAWN	NEXT DUE DATE
1		01AUG90

--- LIFESAVING EQUIPMENT ---

	NUMBER	PERSONS		REQUIRED
TOTAL EQUIPMENT FOR		37	LIFE PRESERVERS(ADULT)...	42
LIFEBOATS(PORT).....	1	37	LIFE PRESERVERS(CHILD)...	
LIFEBOATS(STBD).....	1	37	RING BUOYS(TOTAL).....	18
MOTOR LIFEBOATS*.....	2	74	WITH LIGHTS*.....	9
RESCUE BOATS/PLATFORMS.			WITH LINE ATTACHED*....	2
LIFEBOATS W/RADIO*.....			OTHER*.....	7
INFLATABLE RAFTS.....	3	46	SURVIVAL SUITS.....	
LIFE FLOATS/BOUYANT APP			PORTABLE LIFEBOAT RADIOS.	
(* INCLUDED IN TOTALS)			EQUIPPED WITH EPIRB?.....	YES

--- FIRE-FIGHTING EQUIPMENT ---
TOTAL HOSE LENGTH/ 1400 NUMBER OF FIRE AXES/ 5 NUMBER OF FIRE PUMPS/

FIXED EXTINGUISHING SYSTEMS

SPACE PROTECTED	AGENT	CAPACITY
CARGO DECK & PUMP ROOM	FOAM	475

*** SEE NEXT PAGE PLEASE ***

FIGURE 7-2. EXAMPLE OF MICIF (Continued)

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Certificate of Inspection

SEALIFT ATLANTIC (VESSEL NAME) — PAGE 3 (PAGE NUMBER) — CERTIFICATION DATE: 01AUG86

FIXED EXTINGUISHING SYSTEMS

SPACE PROTECTED	AGENT	CAPACITY
MACHINERY SPACE	CO2	6900
ENGINEERS PAINT LOCKER	CO2	100
EMERGENCY GENERATOR ROOM	CO2	225
BOSN'S PAINT LOCKER	CO2	300

FIRE EXTINGUISHERS - HAND PORTABLE AND SEMI-PORTABLE

A-II/	B-I/		B-II/	22	B-III/
B-IV/	B-V/	1	C-I/		C-II/ 4

*** END ***

FIGURE 7-2. EXAMPLE OF MICIF (Continued)

CERTIFICATION DATE : MIAR

EXPIRATION DATE : MIAR

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Certificate of Inspection

EX NAME: VFIC LAST HULL EXAM: MISD

VESSEL NAME	OFFICIAL NUMBER	CALL SIGN	SERVICE
VFID	VFID	VFID	VFID
HOME PORT	HULL MATERIAL	HORSEPOWER	PROPULSION
	VFSS/VFHD	VFSS/VFPP	VFSS/VFPP

PLACE BUILT	DATE BUILT	GROSS TONS	NET TONS	DWT	LENGTH
VFPS/VFCD	VFPS/VFCD	VFPS/VFMD	VFPS/VFMD	VFPS/VFMD	VFPS/VFMD

OWNER	OPERATOR
VFIP	VFIP
PNID	PNID

THIS VESSEL MUST BE MANNED WITH THE FOLLOWING LICENSED AND UNLICENSED PERSONNEL, INCLUDED IN WHICH THERE MUST BE VFOD CERTIFICATED LIFEBOATMEN AND VFOD CERTIFICATED TANKERMAN.

___MASTER	VFOD MASTER & 1ST CLASS PILOT	____ ABLE SEAMEN	VFOD CHIEF ENGINEER	VFOD FIREMEN-WATERTENDERS
___CHIEFMATE	____ _____ CLASS PILOT	____ ORDINARY SEAMEN	____ 1ST ASST. ENGINEER	____ OILERS
___2ND MATE	____ RADIO OFFICER(S)	____ DECKHANDS	____ 2ND ASST. ENGINEER	____ _____
____ _____MATES	____ _____OPERATOR(S)	____ _____	____ _____ENG'RS.	____ _____

IN ADDITION, THIS VESSEL MAY CARRY _____PASSENGERS, _____OTHER PERSONS IN CREW, _____PERSONS IN ADDITION TO CREW, AND
VFOD VFOD VFOD . TOTAL PERSONS ALLOWED: _____

ROUTE PERMITTED AND CONDITIONS OF OPERATION:

VFOD
VFDC - loading constraints, cargos, conditions
VFPS - stability
VFBD - boilers
VFPV - pres. ves.
VFCS - tanks
VFPP - tailshafts
MISD-dates
VFLS
VFFF, VFPF
VFPD - fire pumps
VFMD - ITC tonnages
MICA - certificate amendments

WITH THIS INSPECTION HAVING BEEN COMPLETED AT MIAR ON MIAR , THIS VESSEL IS CERTIFIED BY THE OFFICER IN CHARGE, MARINE INSPECTION, PFID TO BE IN ALL RESPECTS IN CONFORMITY WITH THE APPLICABLE VESSEL INSPECTION LAWS AND THE RULES AND REGULATIONS PRESCRIBED THEREUNDER.

PERIODIC REINSPECTIONS		
DATE	ZONE	SIGNATURE

THIS CERTIFICATE ISSUED BY:

PFID
OFFICER IN CHARGE, MARINE INSPECTION

PFID
INSPECTION ZONE

FIGURE 7-3. DATA SOURCES FOR THE COI

MICIF / Retrieval / Printing the Certificate of Inspection

STEP 1

- Enter a valid VIN or CALL on VFLI
- COMMAND:**SEL,23**
- **SEND**

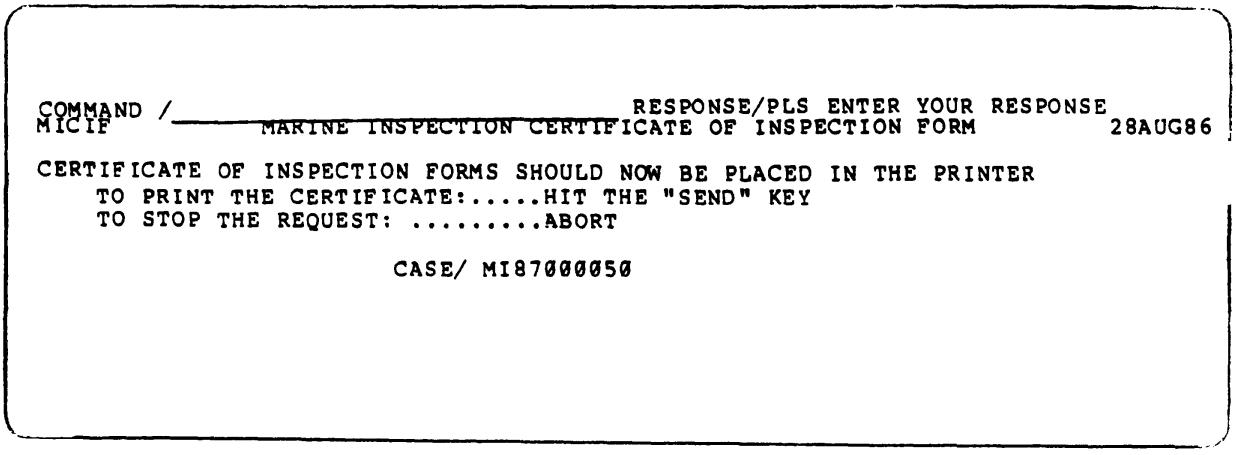
```
COMMAND /SEL,23                          RESPONSE/PLS ENTER YOUR RESPONSE
VFLI                VESSEL FILE LOGS AND FORMS INDEX                28AUG86

NAME/                                    VIN/ L2407000  CALL/ _______  FLAG/
LOG CRITERIA:  FROM (SINCE).../          TO /

      --- LOGS - -                  SEL,        -- FORMS ---              SEL,
CG CONTACTS - OPEN CASES...(VFOC)     1     CERT. OF DOCUMENTATION..(VDCDF)  21
CG CONTACTS - CLOSED CASES.(VFCG) X   2       (PROXY IMAGE). .... ..(VDCOD)  22
  VESSEL DOCUMENTATION.....(VFVD)     3     CERT. OF INSPECTION.....(MICIF)  23
  MARINE INSPECTION.   .   (VFMI) X   4       (PROXY IMAGE).........(MICOI)  24
  VESSEL BOARDING.........  (VFVB)     5     CERT. OF COMPLIANCE.  ..(MICCF)  25
  MARINE CASUALTY..... ....(VFMC)     6       (PROXY IMAGE). . . .. (MICOC)  26
  MARINE POLLUTION.........(VFMP)     7     SUBCH. O ENDORSEMENT....(MISOE)  27
  MARINE VIOLATIONS.  .....(VFVL) X   8       (PROXY IMAGE).  . ....(MISOP)  28
SAFETY PERFORMANCE.........(VFSP) X   9
DAMAGE/DEFECTS. ... ...     (VFDL) X 10     REQUEST AVAILABILITY (X)..... .  30
```

STEP 2

- MSIS responds with a message to position form in printer
- **SEND**



MSIS responds by printing the certificate of inspection	(The image for this transaction appears garbled to the user. However, it is "legible" to the printer.)

D. Marine Inspection Certificate Amendments -- **MICA**.

1. **MICA** Purpose and Description.

   a. Enters a description of any amendments to a vessel's COI for documentation purposes only.

   b. Allows entry and retrieval of the unit, date, and a description of changes to the information on a vessel's COI.

   c. Sends a morning report message to the vessel's port of certification.

   d. Maps data to the vessel's critical profile (Marine Inspection Critical Profile).

   e. Upon validation of a subsequent inspection for certification case, the MICAs expire, but remain in the MSIS data base.

   f. Figure 7-4 shows the data definitions for MICA. See Table 7-1 for the code values and Enclosure (1) for the abbreviation meanings.

   g. The use of MICA is illustrated in the following example sequence entitled: Amending the Certificate of Inspection.

2. Accessing **MICA.**

   a. Menu. MICA is normally accessed through MIEI.

   b. Free-Form. MICA can be accessed through free-form with a case number as follows:

      -MICA,<E, U, or R>,CASE=<inspection case number>

      where:

      E = entry mode
      U = update mode
      R = retrieval mode
      CASE = inspection case number

      EXAMPLE:

      -MICA,E,CASE=MI84000048

   c. Selection From Other Products. MICA may be accessed from MIAR.

   d. Product Use Authority Levels.

      Retrieval – 1 Entry/Update - 2

3. MICA Data Entry Requirements and Explanation.

a. General Processing. The user may either select MICA from MIAR or enter an Inspection Case Number on MIEI to access MICA in E(ntry) mode. MSIS maps the Port, Date Amended and Case Number from MIAR and provides the number of blank forms requested on MIAR. If the number is not specified on MIAR, MSIS automatically provides one blank form, as long as the associated MIAR has not been validated. The user then fills in the blank form(s) with the desired amendment information.

An MICA may not be filed if there is an open MIAR case for certification. This prevents a port from filing an amendment to an existing COI while another port is in the process of issuing a new COI. MSIS checks for an open certification case by determining the status on VFLD.

In **U(pdate)** mode, MICA allows the user to change any amendments entered by the user's unit. MSIS displays all existing COI amendments and one blank form for additional amendments, up to a maximum of fifteen forms. To delete any amendments entered by the user's unit, the user simply blanks out all unlocked data slots.

MICA in **R(etrieval)** mode displays all amendments for the specified vessel.

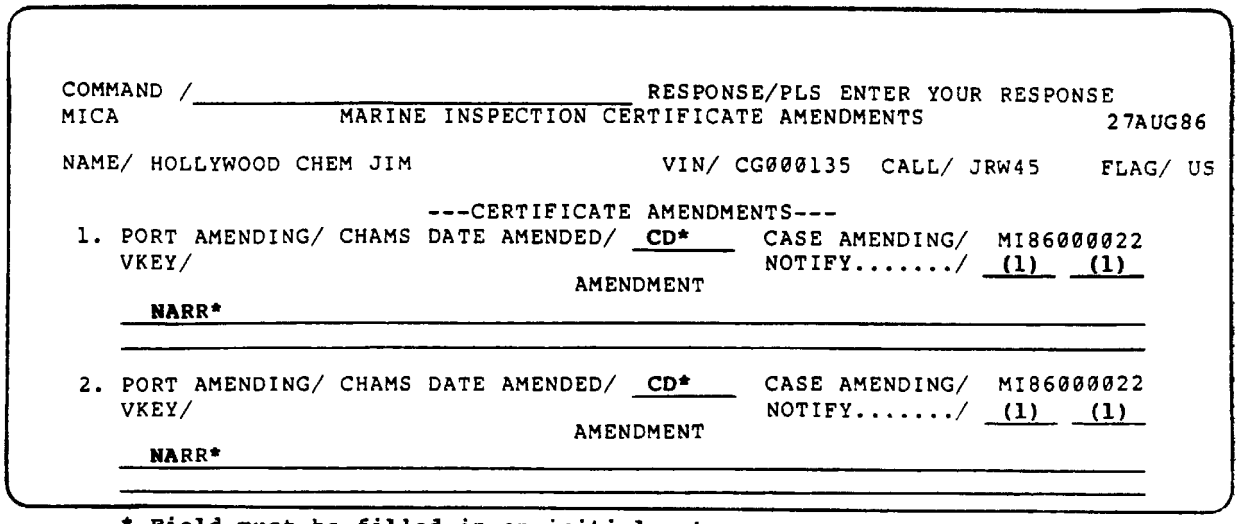
When MICA is executed in **E(ntry)** or **U(pdate)** mode, the Port of Certification of Inspection is automatically notified through a morning report message. Also, when an updated Certificate of Inspection is generated all valid certificate amendments are appended to it. When the next inspection for certification is performed, all current amendments expire but are kept in the MSIS data base by Case Number. Expired amendments are not listed on the vessel's MICP. The user may retrieve any amendments attached to a particular case through MICA; however, the user should use MICP to retrieve all amendments that are current and attached to a particular vessel.

Please note: Certificate amendments may be locked for two reasons. These are:

(1) The controlling MIAR has been validated, thus locking the MICA to further updates or additions.

(2) An amendment has been filed with a date that is earlier than the COI issue date. Even if the MI case remains open, the MICA can not be updated.

b. Special Processing. None.



*** Field must be filled in on initial entry.**

FIGURE 7-4. EXAMPLE OF MICA

TABLE 7-1. CODE VALUES FOR MICA

(1) PORT CODES

CODE	EXPLANATION
GMP	CG HEADQUARTERS (G-MP-4)
GMMI	(G-MMI)
GMTH	(G-MTH)
GMVI	(G-MVI)
GMVD	(G-MVD)
GWP	(G-WP)
GWER	(G-WER)
GWPE	(G-WPE)
NRC	(G-TGC)
GTDS	(G-TDS)
GMSC	MARINE SAFETY CENTER
MSS	MARINE SAFETY SCHOOL
01M	COMMANDER, FIRST CG DISTRICT (M)
BOSMS	MSO BOSTON, MA
BOSVD	VESDOC, BOSTON, MA
POMMS	MSO PORTLAND, ME
BAND	MSO BANGOR, ME
PROMS	MSO PROVIDENCE, RI
CODD	MSO CAPE COD, MA
NYCMI	MIO NEW YORK, NY
NYCVD	VESDOC NEW YORK, NY
NLOD	MIDET NEW LONDON, CT
LISCP	COTP LONG ISLAND SOUND, CT
LISD	PSD NEW LONDON, CT
NYCCP	COTP NEW YORK, NY
02M	COMMANDER, SECOND CG DISTRICT (M)
HUNMS	MSO HUNTINGTON, WV
MARD	MSD MARIETTA, OH
LOUMS	MSO LOUISVILLE, KY
EVND	MSD EVANSVILLE, TN
CIND	MSD CINCINNATI, OH
MEMMS	MSO MEMPHIS, TN
GRND	MSD GREENVILLE, MS
NASMS	MSO NASHVILLE, TN
DECD	MSO DECATUR, AL
PADMS	MSO PADUCAH, KY
PITMS	MSO PITTSBURGH, PA
SLMMS	MSO ST. LOUIS, MO
SLMVD	VESDOC ST. LOUIS, MO
PEOD	MSD PEORIA, IL
STPD	MSD MINN./ST. PAUL
DAVD	MSD DAVENPORT, IA

TABLE 7-1. CODE VALUES FOR MICA (Continued)

(1) PORT CODES (Continued)

CODE	EXPLANATION
05M	COMMANDER, FIFTH CG DISTRICT (M)
BALMS	MSO BALTIMORE, MD
HMRMS	MSO HAMPTON ROADS, VA
HMRVD	VESDOC HAMPTON ROADS, VA
WNCMS	MSO WILMINGTON, NC
MHCD	MSD MOREHEAD CITY, NC
PHIMI	MIO PHILADELPHIA, PA
PHIVD	VESDOC PHILADELPHIA, PA
PHICP	COTP PHILADELPHIA, PA
07M	COMMANDER, SEVENTH CG DISTRICT (M)
070PC	COMMANDER, SEVENTH CG DISTRICT (OPCEN)
CHAMS	MSO CHARLESTON, SC
JACMS	MSO JACKSONVILLE, FL
MIAMS	MSO MIAMI, FL
MIAVD	VESDOC MIAMI, FL
KEYD	MSD KEY WEST, FL
SJPMS	MSO SAN JUAN, PR
PTPD	MSD PORT PONCE, PR
STTD	MSD ST. THOMAS, USVI
SAVMS	MSO SAVANNAH, GA
TAMMS	MSO TAMPA, FL
08M	COMMANDER, EIGHTH CG DISTRICT (M)
08MMT	COMMANDER, EIGHTH CG DISTRICT (MMT)
CORMS	MSO CORPUS CHRISTI, TX
BRND	MSO BROWNSVILLE, TX
GALMS	MSO GALVESTON, TX
MOBMS	MSO MOBILE, AL
PATMS	MSO PORT ARTHUR, TX
LKCD	MSD LAKE CHARLES, LA
HOUMI	MIO HOUSTON, TX
HOUVD	VESDOC HOUSTON, TX
NEWMI	MIO NEW ORLEANS, LA
NEWVD	VESDOC NEW ORLEANS, LA
BATD	MIDET BATON ROUGE, LA
HMAD	MIDET HOUMA, LA
MORD	MIDET MORGAN CITY, LA
AVND	AVONDALE SHIPYARD
HOUCP	COTP HOUSTON, TX
NEWCP	COTP NEW ORLEANS, LA
BERD	PSD BERWICK BAY, LA

TABLE 7-1. CODE VALUES FOR MICA (Continued)

(1) PORT CODES (Continued)

CODE	EXPLANATION
09M	COMMANDER, NINTH CG DISTRICT (M)
CLEVD	VESDOC CLEVELAND, OH
BUFMS	MSO BUFFALO, NY
ALXD	MSD ALEXANDRIA BAY, NY
CHIMS	MSO CHICAGO, IL
CLEMS	MSO CLEVELAND, OH
DETMS	MSO DETROIT, MI
DULMS	MSO DULUTH, MN
MILMS	MSO MILWAUKEE, WI
TOLMS	MSO TOLEDO, OH
SIMMI	MIO ST. IGNACE, MI
STBMI	MIO STURGEON BAY, WI
MUSCP	COTP MUSKEGON, MI
SSMCP	COTP SAULT STE MARIE, MI
11M	COMMANDER, ELEVENTH CG DISTRICT (M)
LOSMS	MSO LONG BEACH, CA
LOSVD	VESDOC LONG BEACH, CA
SBCD	MSD SANTA BARBARA, CA
SDCMS	MSO SAN DIEGO, CA
SFCMS	MSO SAN FRANCISCO, CA
SFCVD	VESDOC SAN FRANCISCO, CA
COND	MSD CONCORD, CA
13M	COMMANDER, THIRTEENTH CG DISTRICT (M)
PORMS	MSO PORTLAND, OR
PORVD	VESDOC PORTLAND, OR
ASTD	MSD ASTORIA, OR
COOD	MSD COOS BAY, OR
SEAMS	MSO SEATTLE, WA
SEAVD	VESDOC SEATTLE, WA
ANAD	MSD ANACORTES, WA
14M	COMMANDER, FOURTEENTH CG DISTRICT (M)
HONMS	MSO HONOLULU, HI
HONVD	VESDOC HONOLULU, HI
GUAD	MSD GUAM
17M	COMMANDER, SEVENTEENTH CG DISTRICT (M)
ANCMS	MSO ANCHORAGE, AK
KEND	MSD KENAI, AK
KODD	MSD KODIAK, AK
JUNMS	MSO JUNEAU, AK
JUNVD	VESDOC JUNEAU, AK
KETD	MSD KETCHIKAN, AK
SITD	MSD SITKA, AK
VALMS	MSO VALDEZ, AK

TABLE 7-1. CODE VALUES FOR MICA (Continued)

The following section of port codes can be used as a Historical Reference. These port codes were implemented at one time, so they can appear in the PORT slot. However, they are not to be used for **E(ntry)** purposes.

CODE	EXPLANATION
03M	COMMANDER, THIRD CG DISTRICT (M)
03MMT	COMMANDER, THIRD CG DISTRICT (MMT)
12M	COMMANDER, TWELFTH CG DISTRICT (M)
CINMS	MSO CINCINNATI, OH
LOSMI	MIO LONG BEACH, CA
SEAMI	MIO SEATTLE, WA
STBMS	MSO STURGEON BAY, WI

MICA/Entry/Amending the Certificate of Inspection

STEP 1

- Enter a valid Case Number on MIEI
- COMMAND: **SEL,5**
- SEND

```
COMMAND /SEL,5                          RESPONSE/PLS ENTER YOUR RESPONSE
MIEI                  MARINE INSPECTION ENTRY INDEX                  27AUG86

CASE/ MI86000038 VIN./ CG000174        NAME../ ZAPATA YORKTOWN
                 FIN./ ________        NAME../
                 QNUM/ ___.___.____/_  QCLASS/ ___.___
LOG CRITERIA:    FROM(SINCE)/ _______  TO..../ _______      PORT/ _____

                                -- MODE --                                -- MODE --
  --- REPORT ACTIVITY ---      ENTRY RTRV       --- LOGS ---             ENTRY RTRV
SCHEDULER..............(MISF)   1   11    SCHEDULED INSPECT....(MISI)   *    61
ACTIVITY REPORT........(MIAR)   2   12    STATUS AT PORT.......(MISP)   *    62
DEFICIENCY REPORT......(MIDR)   3   13    PORT LOG.............(MIPL)   *    63
DEFICIENCY FOLLOW-UP...(MIDF)   4    *    COI FLEET............(MIFR)   *    64
COI AMENDMENT..........(MICA)   5   15    PLATFORM LIST........(PFPL)   *    65
SPECIAL NOTE...........(MISN)   6   16    OVERDUE INSPECT......(MIOI)   *    66

  --- INSPECTION STATUS ---                  --- SUBCHAPTER Q ---
SUMMARY................(MISS)   *   31    CLASS DESCRIPTION....(MICD)   71   81
DETAILS................(MISD)  22   32    APPROVED EQUIPMENT...(MIAE)   72   82
CRITICAL PROFILE.......(MICP)   *   33    CERT OF APPROVAL.....(MICOA)  *    83
PRE-INSEPCTION PACKAGE.(MIPIP)  *   34    EQUIPMENT CLASS......(MIEC)   *    84
                                          EQUIPMENT LIST.......(MIEL)   *    85
   --- ADMINISTRATION ---
FIELD INFORMATION......(MIFI)  41   51
```

STEP 2

- MSIS responds with all current certificate amendments and a blank form. (In this example, there are no currently active amendments.)

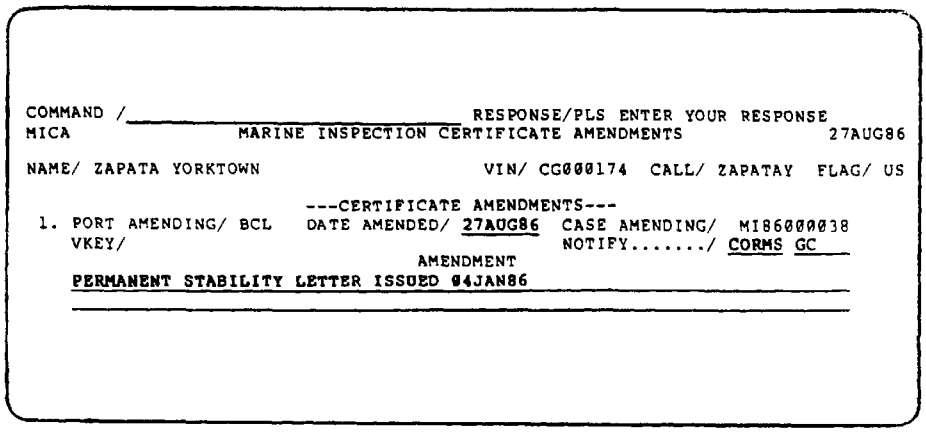
```
COMMAND /_____________________________ RESPONSE/PLS ENTER YOUR RESPONSE
MICA                MARINE INSPECTION CERTIFICATE AMENDMENTS              27AUG

NAME/ ZAPATA YORKTOWN                    VIN/ CG000174  CALL/ ZAPATAY  FLAG/

                          ---CERTIFICATE AMENDMENTS---
 1. PORT AMENDING/ BCL   DATE AMENDED/ _______   CASE AMENDING/  MI86000038
    VKEY/                                        NOTIFY......./ _____ _____
                                  AMENDMENT
    ____________________________________________________________________
    ____________________________________________________________________
```

STEP 3

- Fill in blank Paragraph
- SEND



E. Marine Inspection Pre-Inspection Package -- **MIPIP**.

1. **MIPIP** Purpose and Description.

   a. Represents a composite of all vessel-related MSIS information relevant to the inspection of a particular vessel.

   b. It includes all outstanding or otherwise critical items from previous Coast Guard contacts, a list of all required safety documents with their expiration dates, and a complete description of the physical systems and equipment on a vessel.

   c. Figure 7-5 shows MIPIP as it appears on the terminal.

   d. The use of MIPIP is illustrated in the following example sequence entitled: Printing the Pre-Inspection Package.

2. Accessing. **MIPIP.**

   a. Menu. MIPIP is normally accessed through MIEI.

   b. Free-Form. MIPIP can be accessed through free-form with:

      -MIPIP,<E, U, or R>,VIN=<vessel identification number>

      where:

      E = entry mode
      U = update mode
      R = retrieval mode
      VIN = vessel identification number

      EXAMPLE:

      -MIPIP,R,VIN=CG000156

   c. Selection From Other Products. MIPIP may be accessed from MISI.

   d. Product Use Authority Levels.

      Access from MISI - 1
      Access from MIEI or by free-forming - 3

3. **MIPIP** Data Entry Requirements an Explantion.

   a. General Processing. MIPIP is normally accessed through MISI. Requesting the MIPIP through MISI causes the pre-inspection package to be "tickled"

(run in batch mode) overnight for printing the followingday through PFSO. The pre-inspection package is selected and printed from PFSO in the same way as Marine Inspection letters.

The pre-inspection package consists of the following data in the following sequence:

IDENTIFICATION DATA:
The case, port, and date the PIP was generated.
B. Vessel Identifiers (VFID)

INSPECTION STATUS:
C. Inspection Status Summary (MISS)
D. Scheduled Inspection (MISF)
E. Safety/Regulatory Documents (VFLD)
F. Involved Party Identifiers (VFIP)
G. Inspection Status Details (MISD)
H. Inspection Critical Profile (MICP)
I. Damage and Defects Log (VFDL)
J. Open Cases Attached to the Vessel (VFOC)
K. Coast Guard Contact Log (VFCG)

PARTICULAR DETAILS:
L. Particular Summary (VFPS)
M. Construction Details (VFCD)
N. Design Details (VFDD)
O. Measurement Details (VFMD)
P. Operating Details (VFOD)
Q. Stability/Loadline Details (VFSL)
R. Cargo Authority (VFCA)
S. Specific Dangerous Cargo Authority (VFCL)
T. Conditions of Carriage (VFCC)

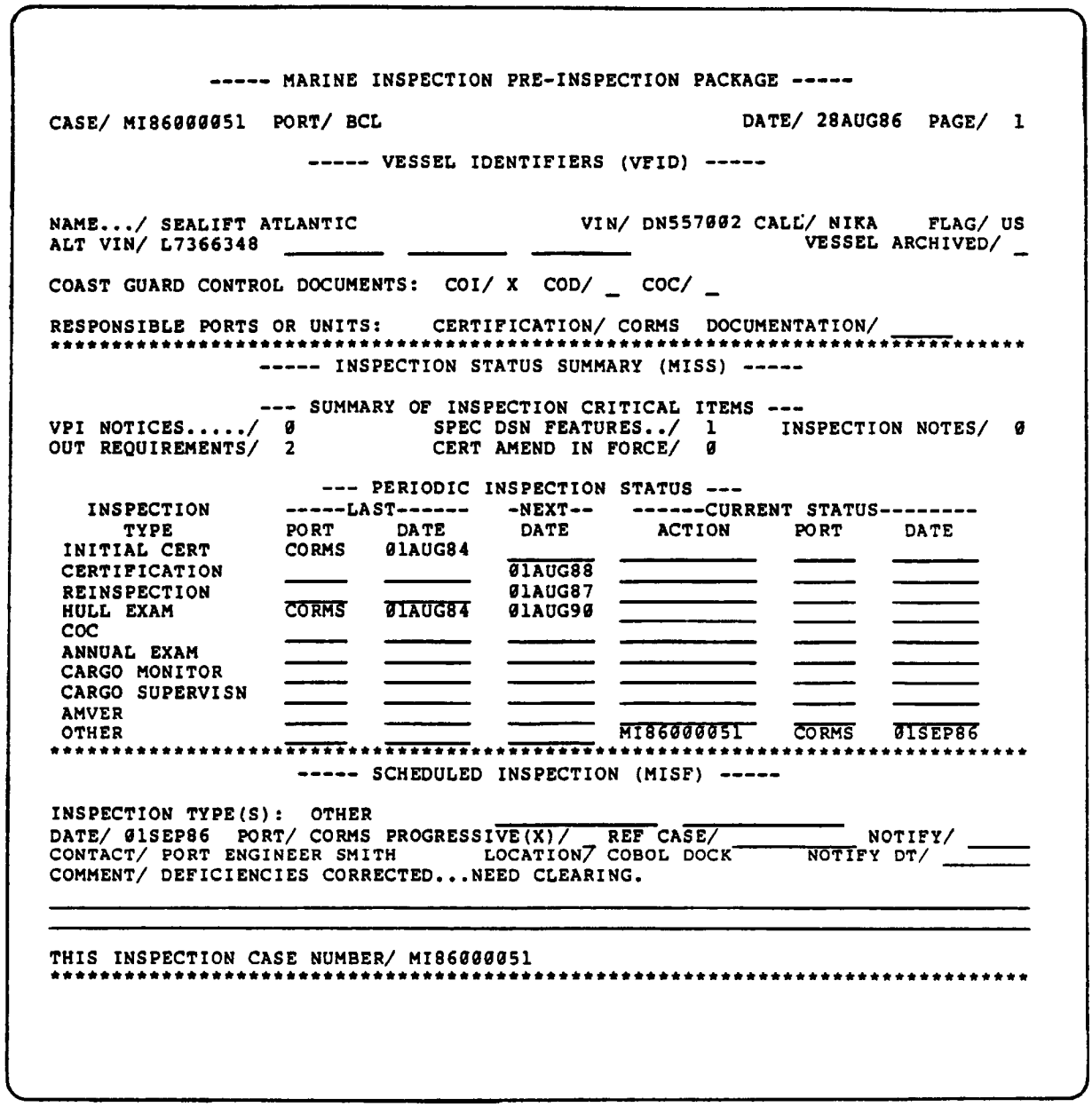
SYSTEM DETAILS:
U. System Summary (VFSS)
V. Boiler Details (VFBD)
W. Examined Pressure Vessels (VFPV)
X. Cargo Specifications (VFCS)
Y. Hull Details (VFHD)
Z. Propulsion Details (VFPD)
AA. Steering Details (VFSD)
BB. Navigation Details (VFND)
CC. Electrical Details (VFED)
DD. Pump Details (VFPD)
EE. Deck Machinery (VFDM)
FF. Lifesaving Details (VFLS)
GG. Portable Fire Fighting Details (VFPF)
HH. Fixed Fire Fighting Details (VFFF)
II. Miscellaneous Systems (VFMS)

FOREIGN VESSELS:
HH. Subchapter O Endorsement (VFSOE)

Any MIPIP processed in batch mode and successfully enerated is deleted automatically five (5) calendar days after generation, if not killed by the user during the processing of PFSO. MSIS does not generate a morning report to warn of these deletions.

b. Special Processing. If a problem develops with the printer (out of paper or jammed) during the direct printing of an MIPIP, the user presses ABORT to halt its processing. MSIS continues to download data until it reaches the end of a page. Printing may be resumed by pressing SHIFT PRINT to print the page stored in the C3's memory and then pressing SEND to signal MSIS to continue processing of the MIPIP. If the user wishes to end the processing altogether, he/she may press ABORT. The printing of the MIPIP is done in host print mode.

Please Note: When MIPIP is accessed through MISI and processed in batch mode, an authority level of 1 is required. When it is accessed through MIEI or free-formed, and therefore generated on-line, an access level of 3 is required.



```
          ----- MARINE INSPECTION PRE-INSPECTION PACKAGE -----

CASE/ MI86000051  PORT/ BCL                          DATE/ 28AUG86  PAGE/  1

                  ----- VESSEL IDENTIFIERS (VFID) -----

NAME.../ SEALIFT ATLANTIC              VIN/ DN557002 CALL/ NIKA    FLAG/ US
ALT VIN/ L7366348 _______ _______ _______              VESSEL ARCHIVED/ _

COAST GUARD CONTROL DOCUMENTS:  COI/ X  COD/ _  COC/ _

RESPONSIBLE PORTS OR UNITS:    CERTIFICATION/ CORMS  DOCUMENTATION/ _____
**********************************************************************************
                ----- INSPECTION STATUS SUMMARY (MISS) -----

                --- SUMMARY OF INSPECTION CRITICAL ITEMS ---
VPI NOTICES...../  0          SPEC DSN FEATURES../  1     INSPECTION NOTES/  0
OUT REQUIREMENTS/  2          CERT AMEND IN FORCE/  0

                   --- PERIODIC INSPECTION STATUS ---
   INSPECTION      -----LAST------   -NEXT--   ------CURRENT STATUS--------
      TYPE         PORT     DATE      DATE       ACTION      PORT     DATE
 INITIAL CERT      CORMS    01AUG84
 CERTIFICATION                       01AUG88
 REINSPECTION                        01AUG87
 HULL EXAM         CORMS    01AUG84  01AUG90
 COC
 ANNUAL EXAM
 CARGO MONITOR
 CARGO SUPERVISN
 AMVER
 OTHER                                         MI86000051  CORMS    01SEP86
**********************************************************************************
                  ----- SCHEDULED INSPECTION (MISF) -----

INSPECTION TYPE(S):  OTHER
DATE/ 01SEP86  PORT/ CORMS PROGRESSIVE(X)/   REF CASE/           NOTIFY/ _____
CONTACT/ PORT ENGINEER SMITH      LOCATION/ COBOL DOCK      NOTIFY DT/ _______
COMMENT/ DEFICIENCIES CORRECTED...NEED CLEARING.

THIS INSPECTION CASE NUMBER/ MI86000051
**********************************************************************************
```

FIGURE 7-5. EXAMPLE OF MIPIP

```
NAME/ SEALIFT ATLANTIC                    VIN/ DN557002  DATE/ 28AUG86  PAGE/  2

                ----- SAFETY/REGULATORY DOCUMENTS (VFLD) -----

                                IDENT.    -----ISSUE DATA-----  EXPIRE    CURRENT
     DOCUMENT KIND              NUMBER    AGENCY PORT   DATE     DATE     STATUS
DOCUMENTATION CERTIFICATE       _______   USCG   WILVD  31MAY86  31MAY87  VALID
FINANCIAL RESPONSIBILITY        01839     USCG   GWER   01OCT84  01OCT87  VALID
SAFETY EQUIPMENT CERT           _______   USCG   HOUMI  05MAR85  05MAR87  VALID
SAFETY CONSTRUCTION CERT        _______   ABS    NYC    28NOV84  31JUL89  VALID
LOADLINE CERT                   _______   ABS    NYC    12OCT84  13JUL89  VALID
INT'L OIL POLL PREVENTION       FORM B    USCG   NEWMI  01OCT84  31MAR88  VALID
SAFETY RADIO TELEGRAPH          _______   FCC    NYC    25JUN86  25JUN87  VALID
CERTIFICATE OF INSPECTION       MI86000048 ____  CORMS  01AUG86  01AUG88  VALID
**********************************************************************************
                ----- INVOLVED PARTY IDENTIFIERS (VFIP) -----

OWNER           HYPERION SHIPPING CORPORATION              PRIMARY IPN:IP86000005
  EFF. DATE     _____________________, _____________________ ALT IPN(S):_________
   15AUG86      _____________________                                  _________
                234 FARVIEW RD.                                        _________
                OCEANSIDE                    MD  11689

OPERATOR        HYPERION SHIPPING CORPORATION              PRIMARY IPN:IP86000005
  EFF. DATE     _____________________, _____________________ ALT IPN(S):_________
   15AUG86      _____________________                                  _________
                234 FARVIEW RD.                                        _________
                OCEANSIDE                    MD  11689

**********************************************************************************
                 ----- INSPECTION STATUS DETAILS (MISD) -----

                          --- PERIODIC INSPECTIONS ---
                 - INSPECTION TYPE -    - NEXT DUE DATE -
                CERTIFICATION                01AUG88
                REINSPECTION                 01AUG87
                HULL EXAM                    01AUG90
                COC                          _______

                              --- HULL EXAMS ---
                 - EXAM TYPE -             -LAST EXAM DATE-
                DRYDOCK                      01AUG86
                ALTERNATE INTERNAL           _______
                LIGHT DRAFT                  _______
                WORKING DRAFT                _______

                              --- CARGO TANKS ---
      TANK          -INTERNAL EXAM-  -EXTERNAL EXAM-   SAFETY     --HYDRO TEST--
---IDENTIFICATION--  LAST     NEXT    LAST     NEXT     VALVES     LAST     NEXT
ALL                 01AUG86 01AUG88  01AUG86 01AUG88   01AUG86   01AUG86 01AUG90
```

FIGURE 7-5. EXAMPLE OF MIPIP (Continued)

NAME/ SEALIFT ATLANTIC VIN/ DN557002 DATE/ 28AUG86 PAGE/ 3

--- BOILERS ---

BOILER/STEAM PIPE ---IDENTIFICATION--	-----HYDRO----- LAST	NEXT	----MOUNTS---- OPENED	REMOVED	SAFETY VALVES SET	DATE	SPRHTR VALVES SET	DATE
AUX BOILER	01AUG86	01AUG90	01AUG86	01AUG86	Y	01AUG86	_	_____
WASTE HEAT BOILER	01AUG86	01AUG90	01AUG86	01AUG86	Y	01AUG86	_	_____

--- PRESSURE VESSELS EXAMINED OR HYDROED ---

-ID NUM-	----TYPE----	------LOCATION------	-LAST-	-NEXT-
LOS7366	AIR RECEIVER	ENGINE ROOM	01AUG86	01AUG88
LOS73100	AIR RECEIVER	ENGINE ROOM	01AUG86	01AUG88
HOU7321	AIR RECEIVER	ENGINE ROOM	01AUG86	01AUG88
HOU73208	AIR RECEIVER	ENGINE ROOM	01AUG86	01AUG88

--- TAILSHAFT(S) ---

IDENTIFICATION	DATE DRAWN	NEXT DUE DATE	INIT DIA	ORIG. CLEARANCES -STERN- TOP	BOT	-STRUT- TOP	BOT	MEAS. CLEARANCES -STERN- TOP	BOT	-STRUT- TOP	BOT
1	_____	01AUG90	28.640	125	112	125	125	___	___	___	___

--- LIFESAVING ---

LIFEBOAT/RAFT IDENTIFICATION	SERVICED/ REFURBISH	WEIGHT TEST	FALLS RENEWED
#1 L/B	01AUG86	01AUG86	_____ _
#2 L/B	01AUG86	01AUG86	_____
L/R- 2083	01JUN86	_____	_____
L/R- 2078	01JUN86	_____	_____
L/R- 2245	01JUL86	_____	_____

****

----- INSPECTION CRITICAL PROFILE (MICP) -----

--- SPECIAL DESIGN FEATURES ---

1. PORT/ MOBMS DATE F'TERED/ 28AUG86
FOREPEAK IS PARTIALLY STRENGTHENED FOR COLLISION PROTECTION, BUT NOT SUFFICIENT FOR NORMAL ICE STRENGTHENED CLASSIFICATION.

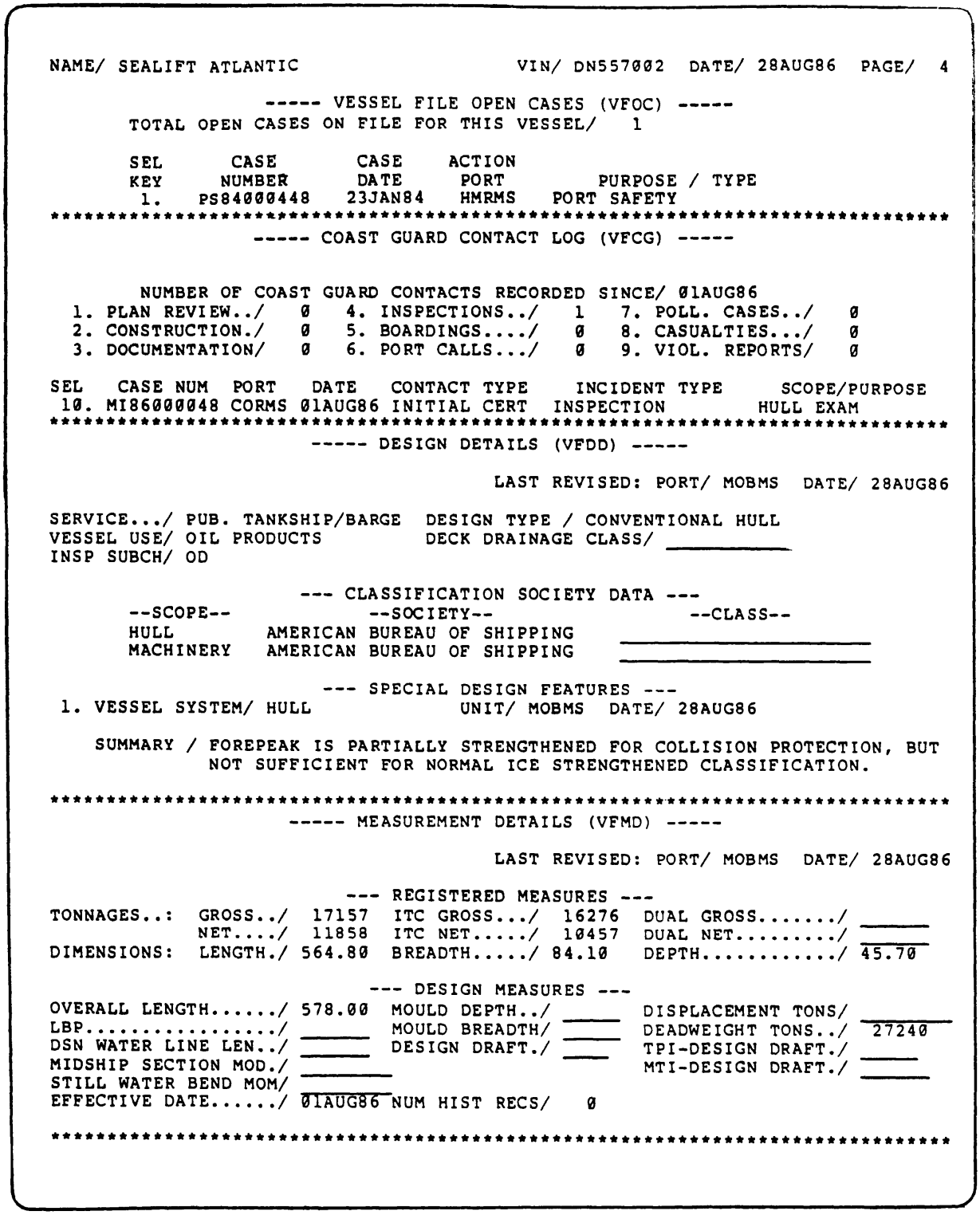
--- OUTSTANDING REQUIREMENTS ---

1. REQ./ 48-1 DATE ISSUED/ 01AUG86 COMPLIANCE DATE/ 01NOV86
CASE/ MI86000048 LAST LETTER/ _____ LETTER DATE..../ _____
PORT/ CORMS
PRIOR TO 01NOV86, OPERATE #2 S/S GENERATOR OVERSPEED TRIP IN PRESENCE OF A MARINE INSPECTOR.

2. REQ./ 48-2 DATE ISSUED/ 01AUG86 COMPLIANCE DATE/ 01NOV86
CASE/ MI86000048 LAST LETTER/ _____ LETTER DATE..../ _____
PORT/ CORMS
PRIOR TO 01NOV86 REPLACE FIBREGLASS DECK GRATINGS IN WAY OF DECK FOAM STATIONS EITH STEEL GRATINGS OR PROVIDE SATISFACTORY DOCUMENTATION THAT CURRENT GRATINGS PROVIDE EQUIVALENT FUNCTION.

****

FIGURE 7-5. EXAMPLE OF MIPIP (Continued)



```
NAME/ SEALIFT ATLANTIC                    VIN/ DN557002  DATE/ 28AUG86  PAGE/  4

                  ----- VESSEL FILE OPEN CASES (VFOC) -----
       TOTAL OPEN CASES ON FILE FOR THIS VESSEL/   1

       SEL      CASE        CASE     ACTION
       KEY     NUMBER       DATE      PORT         PURPOSE / TYPE
        1.   PS84000448   23JAN84    HMRMS    PORT SAFETY
**********************************************************************************
                  ----- COAST GUARD CONTACT LOG (VFCG) -----

        NUMBER OF COAST GUARD CONTACTS RECORDED SINCE/ 01AUG86
  1. PLAN REVIEW../    0   4. INSPECTIONS../    1   7. POLL. CASES../    0
  2. CONSTRUCTION./    0   5. BOARDINGS..../    0   8. CASUALTIES.../    0
  3. DOCUMENTATION/    0   6. PORT CALLS.../    0   9. VIOL. REPORTS/    0

SEL   CASE NUM  PORT   DATE   CONTACT TYPE    INCIDENT TYPE     SCOPE/PURPOSE
 10. MI86000048 CORMS 01AUG86 INITIAL CERT  INSPECTION        HULL EXAM
**********************************************************************************
                       ----- DESIGN DETAILS (VFDD) -----

                                        LAST REVISED: PORT/ MOBMS  DATE/ 28AUG86

SERVICE.../ PUB. TANKSHIP/BARGE  DESIGN TYPE / CONVENTIONAL HULL
VESSEL USE/ OIL PRODUCTS         DECK DRAINAGE CLASS/ _____________
INSP SUBCH/ OD

                    --- CLASSIFICATION SOCIETY DATA ---
       --SCOPE--            --SOCIETY--                  --CLASS--
       HULL         AMERICAN BUREAU OF SHIPPING   _____________________
       MACHINERY    AMERICAN BUREAU OF SHIPPING   _____________________

                      --- SPECIAL DESIGN FEATURES ---
 1. VESSEL SYSTEM/ HULL              UNIT/ MOBMS  DATE/ 28AUG86

    SUMMARY / FOREPEAK IS PARTIALLY STRENGTHENED FOR COLLISION PROTECTION, BUT
              NOT SUFFICIENT FOR NORMAL ICE STRENGTHENED CLASSIFICATION.

**********************************************************************************
                     ----- MEASUREMENT DETAILS (VFMD) -----

                                        LAST REVISED: PORT/ MOBMS  DATE/ 28AUG86

                         --- REGISTERED MEASURES ---
TONNAGES..:  GROSS../  17157  ITC GROSS.../  16276  DUAL GROSS...../ _______
             NET..../  11858  ITC NET...../  10457  DUAL NET...../   _______
DIMENSIONS:  LENGTH./ 564.80  BREADTH...../ 84.10   DEPTH...../     45.70

                          --- DESIGN MEASURES ---
OVERALL LENGTH...../ 578.00  MOULD DEPTH../ _____  DISPLACEMENT TONS/ _______
LBP...../ _______            MOULD BREADTH/ _____  DEADWEIGHT TONS../  27240
DSN WATER LINE LEN../ _____  DESIGN DRAFT./ ____   TPI-DESIGN DRAFT./ _____
MIDSHIP SECTION MOD./ _____                        MTI-DESIGN DRAFT./ _____
STILL WATER BEND MOM/ _____
EFFECTIVE DATE...../ 01AUG86 NUM HIST RECS/   0

**********************************************************************************
```

FIGURE 7-5 EXAMPLE OF MIPIP (Continued)

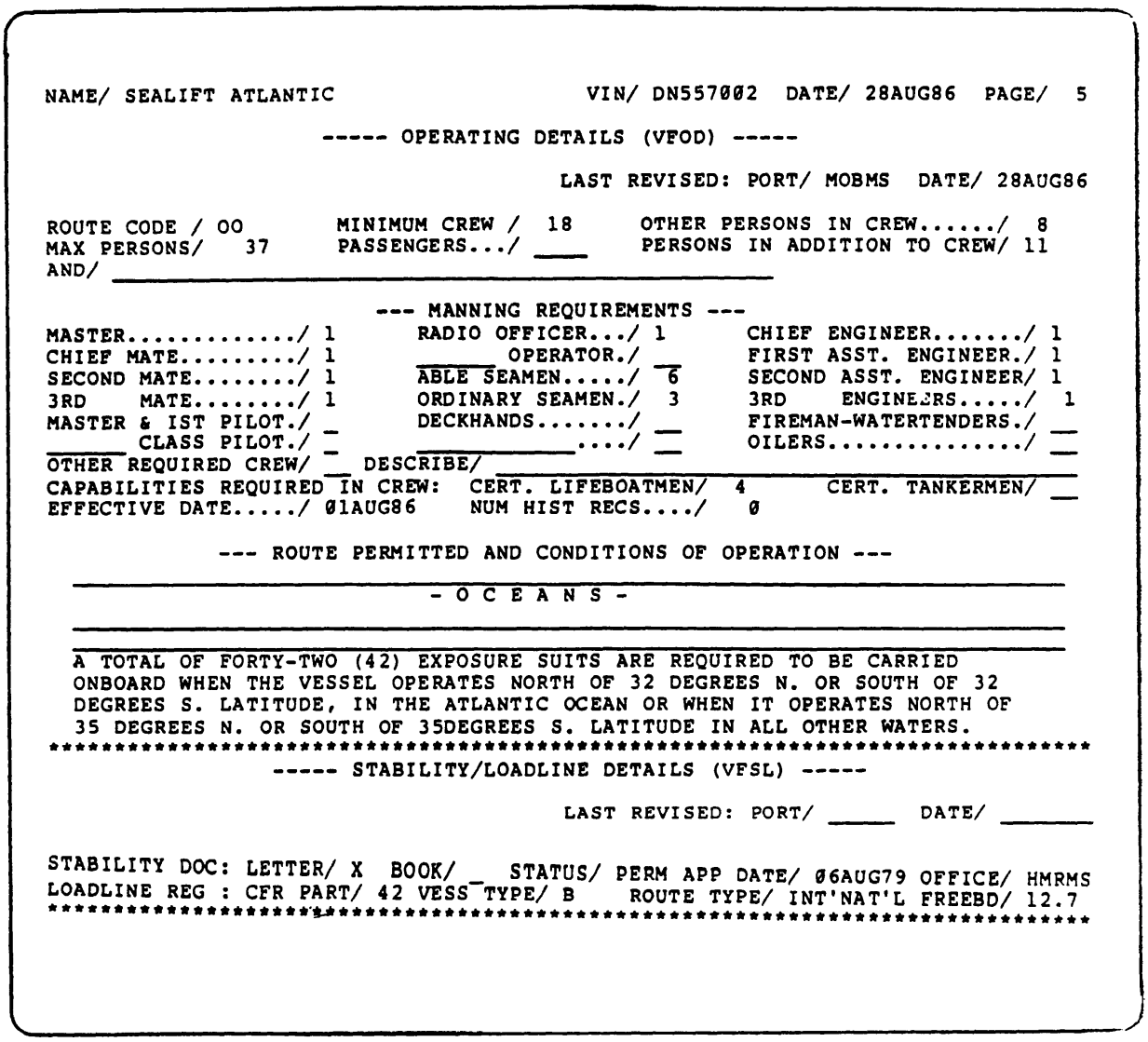


FIGURE 7-5. EXAMPLE OF MIPIP (Continued)

NAME/ SEALIFT ATLANTIC VIN/ DN557002 DATE/ 28AUG86 PAGE/ 6

----- CARGO AUTHORITY (VFCA) -----

LAST REVISED: PORT/ MOBMS DATE/ 27AUG86

AUTHORIZATION..../ GRADE B AND LOWER AND SPECIFIED DANGEROUS CARGOES
46CFR SUBCHAPTER D AUTHORITY: HIGHEST GRADE/ B CAPACITY/ 229605 UNITS/ BBLS
46CFR SUBCHAPTER O AUTHORITY: PART 151/ _ PART 153/ X PART 154/ _

--- HAZARDOUS BULK SOLIDS AUTHORITY ---

--- LIQUID BULK CARGO AUTHORITY/CONDITIONS ---

* LOADING CONSTRAINTS - STRUCTURAL *

TANK(S)	MAX CARGO WEIGHT/TANK (SHORT TONS)	MAXIMUM DENSITY (LBS/GAL)
ALL	7500	13.60

* LOADING CONSTRAINTS - STABILITY *

HULL TYPE(S)	ROUTE(S)	MAXIMUM LOAD (SHORT TONS)	MAX DRAFT (FT&INCHES)	DENSITY (LBS/GAL)
2	INLAND WATERS	125000	13.5	13.6

****

----- SPECIFIC DANGEROUS CARGO AUTHORITY (VFCL) -----

LAST REVISED: PORT/ _____ DATE/ _____

CHEM CODE	NOTE	CHEMICAL NAME	CONT TYPE	UN ID	GRP	-REACT- EXC
AAC	_	ACETIC ACID	3	2789	12	Y
ATN	_	ACETONITRILE	2	1648	37	Y
CTA	_	CROTONALDEHYDE	2	1143	19	N
PRA	_	(N-)PROPYLAMINE	2	1277	7	
BNZ	_	BENZENE	2	1114	32	Y

****

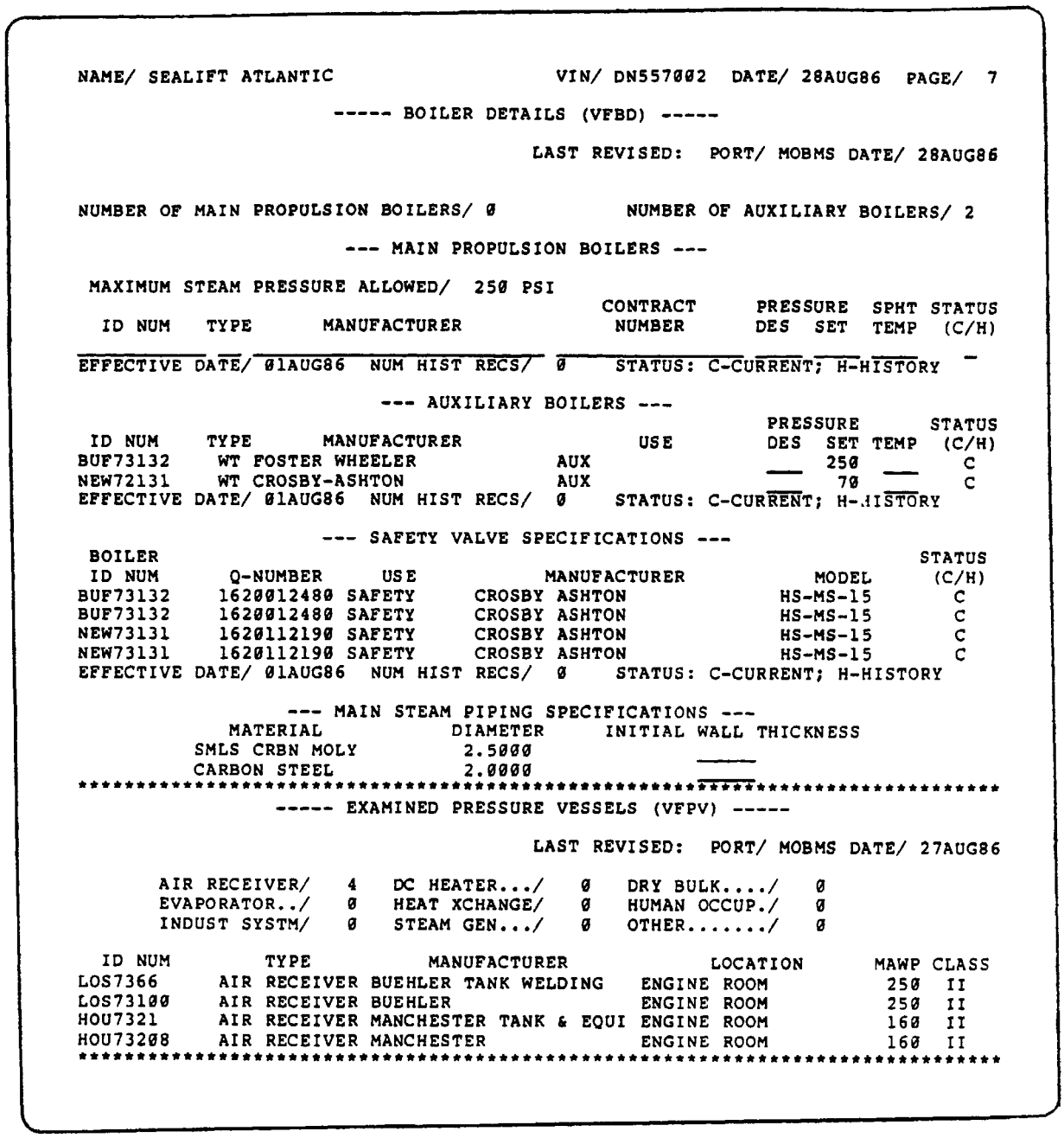
----- CONDITIONS OF CARRIAGE (VFCC) -----

LAST REVISED: PORT/ MOBMS DATE/ 27AUG86

CARGOES WHICH, WHEN MIXED WITH EACH OTHER, REACT IN A HAZARDOUS MANNER MUST BE SEPARATED FROM EACH OTHER BY A COFFERDAM, EMPTY TANK, OR MUTUALLY COMPATIBLE CARGO. SUCH CARGOES SHALL NOT BE CARRIED IN TANKS HAVING A COMMON PIPING OR VENTING SYSTEM.

****

FIGURE 7-5. EXAMPLE OF MIPIP (Continued)



NAME/ SEALIFT ATLANTIC VIN/ DN557002 DATE/ 28AUG86 PAGE/ 7

----- BOILER DETAILS (VFBD) -----

LAST REVISED: PORT/ MOBMS DATE/ 28AUG86

NUMBER OF MAIN PROPULSION BOILERS/ 0 NUMBER OF AUXILIARY BOILERS/ 2

--- MAIN PROPULSION BOILERS ---

MAXIMUM STEAM PRESSURE ALLOWED/ 250 PSI

ID NUM	TYPE	MANUFACTURER	CONTRACT NUMBER	PRESSURE DES	PRESSURE SET	SPHT TEMP	STATUS (C/H)

EFFECTIVE DATE/ 01AUG86 NUM HIST RECS/ 0 STATUS: C-CURRENT; H-HISTORY

--- AUXILIARY BOILERS ---

ID NUM	TYPE	MANUFACTURER	USE	PRESSURE DES	PRESSURE SET	SPHT TEMP	STATUS (C/H)
BUF73132	WT	FOSTER WHEELER	AUX	___	250	___	C
NEW72131	WT	CROSBY-ASHTON	AUX	___	70	___	C

EFFECTIVE DATE/ 01AUG86 NUM HIST RECS/ 0 STATUS: C-CURRENT; H-HISTORY

--- SAFETY VALVE SPECIFICATIONS ---

BOILER ID NUM	Q-NUMBER	USE	MANUFACTURER	MODEL	STATUS (C/H)
BUF73132	1620012480	SAFETY	CROSBY ASHTON	HS-MS-15	C
BUF73132	1620012480	SAFETY	CROSBY ASHTON	HS-MS-15	C
NEW73131	1620112190	SAFETY	CROSBY ASHTON	HS-MS-15	C
NEW73131	1620112190	SAFETY	CROSBY ASHTON	HS-MS-15	C

EFFECTIVE DATE/ 01AUG86 NUM HIST RECS/ 0 STATUS: C-CURRENT; H-HISTORY

--- MAIN STEAM PIPING SPECIFICATIONS ---

MATERIAL	DIAMETER	INITIAL WALL THICKNESS
SMLS CRBN MOLY	2.5000	____
CARBON STEEL	2.0000	____

****

----- EXAMINED PRESSURE VESSELS (VFPV) -----

LAST REVISED: PORT/ MOBMS DATE/ 27AUG86

AIR RECEIVER/	4	DC HEATER.../	0	DRY BULK..../	0
EVAPORATOR../	0	HEAT XCHANGE/	0	HUMAN OCCUP./	0
INDUST SYSTM/	0	STEAM GEN.../	0	OTHER...../	0

ID NUM	TYPE	MANUFACTURER	LOCATION	MAWP	CLASS
LOS7366	AIR RECEIVER	BUEHLER TANK WELDING	ENGINE ROOM	250	II
LOS73100	AIR RECEIVER	BUEHLER	ENGINE ROOM	250	II
HOU7321	AIR RECEIVER	MANCHESTER TANK & EQUI	ENGINE ROOM	160	II
HOU73208	AIR RECEIVER	MANCHESTER	ENGINE ROOM	160	II

****

FIGURE 7-5. EXAMPLE OF MIPIP (Continued)

NAME/ SEALIFT ATLANTIC VIN/ DN557002 DATE/ 28AUG86 PAGE/ 8

--- CARGO SPECIFICATIONS (VFCS) ---

LAST REVISED: PORT/ MOBMS DATE/ 28AUG86

CARGO HOLDS: NUM OF/ 0 GEAR TYPE/ _____ REF/ _ HTD/ _ AC/ _ INERT/ _
CARGO TANKS: NUM OF/ 21 TOTAL VOL/ 9486700 IGS/ _ REF/ _ HTD/ _ CONT TYPE/ 2

TANKER BALLAST: CAPACITY/ 750000 SEGREGATED CAPACITY/ 225000 TANKS COATED?/ Y
: DEFENSIVELY PLACED?/ _ PERCENT AREA COVERED/ ___

--- CARGO HOLDS/GEAR DESCRIPTION ---

--- BULK LIQUID CARGO SYSTEM ---

NUM OF INDEP PUMPING SYSTEMS/ 5 NUM OF PUMPROOMS/ 1 OIL OUTFLOW CRITERIA?/ N
TANK CLEANING TYPE/ HI CAP WATER WASH GAS FREE FACILITY?/ Y IGS/ _____
PUMPROOM VENTILATION/ VF TRANSFER CONTROL CLASS/ P1 REMOTE SHUTDOWN?/ Y

--- CARGO PIPING SYSTEM ---

TYPE/ DEEP WELL CARGO MAIN MATERIAL/ STEEL PIPING CLASS/ 2 MAWP/ 125
LOC. OF MAIN/ MAIN DECK _____ INTERCONNECTED TO SBT REQUIRING SEALS?/ N
VALVE CONTROL TYPE/ MAN CENTRAL CARGO CONTROL SYSTEM/ LOCATED IN SUP'R'STRUCTUR

--- CARGO PUMPING/PIPING DESCRIPTION ---

FOUR CARGO PUMPS IN PUMPROOM ARE CONNECTED TO CARGO TANKS BY PIPING IN THE TANK BOTTOMS.

--- CARGO TANK ARRANGEMENT ---

CARGO TANK LOCATION	NUMBER OF TANKS	HIGHEST GRADE	TOTAL VOLUME
CENTER-LINE.....	7	BB	5257054
WING.....	14	BB	4229646
DEEP.....	—	—	———
CENTER-LINE DB.....	—	—	———
RAKE.....	—	—	———
OTHER.....	—	—	———

TANK SPACE LENGTH/ 348 CTR TANK BRDTH/ 44.1 WING TANK BRDTH/ 20.0 CL BLKHD/ O

--- BALLAST SYSTEM FOR TANK VESSELS ---

TANK ID	VOLUME	BALLAST TYPE SEGREGATED	BALLAST TYPE DEDICATED CLEAN	BALLAST TYPE SLOPS	STATUS (C/H)
3	75000		X		C
6	75000	_	X	_	C
9	75000	_	X	_	C
7	75000	_	_	X	C

EFFECTIVE DATE/ 01AUG86 NUM HIST RECS/ 0 STATUS: C-CURRENT; H-HISTORY

FIGURE 7-5. EXAMPLE OF MIPIP (Continued)

```
NAME/ SEALIFT ATLANTIC                    VIN/ DN557002 DATE/ 28AUG86 PAGE/  9

GROUP                  --- CARGO TANK SPECIFICATIONS ---
 REF

 1.  TANK LOCATION(S)./ ALL                 PRESS/VACUUM SET:MAX/ 30.0 MIN/ 15.0
     CONTAINMENT TYPE./ 2                   CARGO REFRIG TYPE.../ _____________
     TANK TYPE......../ INTPR               CARGO HEATER TYPE.../ _____________
     VENT CONTROL TYPE/ PRESS-VACUUM        DESIGN CARGO TEMP.../ ____
     GAGING TYPE....../ RESTRICTED          DESIGN CARGO SP. GR./ 1.300
     TANK MATERIAL..../ STEEL               SCANTLINGS REDUCED?./ N
     TANKS COATED?..../ Y                   IND. TANK CONSTRUCT./ _________
     GAS TANK DESIGN../ _____________       IND. TANK TYPE...../ _
     TANK ENVIRONMENT./ NR                  ELEC. HAZARD CLASS../ __
     MAWP............./ ____

     DESCRIP/ SEVEN ROWS OF TANKS..THREE IN A ROW..WITH SUPERSTRUCTURE LOCATED
              AFT.
**********************************************************************************
                        ----- HULL DETAILS (VFHD) -----

                                        LAST REVISED:  PORT/ MOBMS DATE/ 28AUG86

HULL MATERIAL./ STEEL          HULL TYPE..../ 2          SCANT REDUCED?/ N
CORROSION CONT/ IMP CURRENT    DOUBLE SIDES./ NA   __    FOREBODY....../ VEE
RUDDER TYPE.../ UNCONVENT      DOUBLE BOTTOM/ NONE __    TYPE CONSTRUCT/ WELDED
NUM OF RUDDERS/ 1              FLANK RUDDER?/ N          ICE STRENGTH?./ N
DECK FRAMING../ COMB           SIDE FRAMING./ COMB       BOTTOM FRAMING/ COMB

            --- DECKS, FITTINGS AND WATERTIGHT INTEGRITY ---
NUMBER OF DECKS..../  5                 BULKHEAD MATERIAL./ STEEL
NUMBER OF HATCHES../ __
TYPE HATCH COVERS../ _____________      WATERTIGHT DOORS..  HULL  MACH
TYPE HATCH FASTENER/ __ _____________     NUM CLASS 1.....   __     1
NUM TRANS BULKHEADS/ 10                   NUM CLASS 2.....   __    __
NUM LONG BULKHEADS./  2                   NUM CLASS 3.....   __    __

FEATURES..../ ____________________________________________________________
              ____________________________________________________________
**********************************************************************************
                      ----- PROPULSION DETAILS (VFPP) -----

                                        LAST REVISED:  PORT/ MOBMS DATE/ 28AUG86

PROPULSION TYPE / DIESEL REDUCTION     FUEL TYPE.../ DIESEL   NUM SHAFTS / 1
AUTOMATION LEVEL/ _                    HP AHEAD..../  14000   SHAFT RPM../  90
REVERSE TYPE..../ PROPELLER            HP ASTERN.../   7700   DES. SPEED / 16.0
AUX PROPULSION../ _________            AUTO BRIDGE?/ Y        FLANK SPEED/ ____

                              --- AUTOMATION ---
TYPE BRIDGE CONTROL/ ELECT    CONSOLE MANUFACTURER/ TANO
MODEL NUMBER OF BASIC SYSTEM../ _____________
TEST PROCEDURES APPROVED: DATE/ 03JUN85   UNIT/ GMTH

                             --- PROPELLER(S) ---
TYPE/ CONT PITCH  MATERIAL/ BRONZE       CONSTRUCTION/ BUILT  NUM OF BLADES/ 4
```

FIGURE 7-5. EXAMPLE OF MIPIP (Continued)

```
NAME/ SEALIFT ATLANTIC                    VIN/ DN557002  DATE/ 28AUG86  PAGE/ 10

                              --- TAILSHAFT(S) ---                ORIG. CLEARANCES
                    SHAFT BRG. SEAL    STRESS    CONT.  INIT.    -STERN-  -STRUT-
  IDENTIFICATION     TYPE TYPE TYPE    RELIEF    LINER?  DIA     TOP BOT  TOP BOT
1                     H    OL  AXIAL CK __ __ __   Y    28.640   125 112  125 125

                              --- CLUTCH SYSTEM ---
TYPE/ PNEUMATIC    MANUFACT./ FALK MARINE AIRFLEX        MODEL/ 412168

                             --- REDUCTION GEAR ---
TYPE/ ARTICULATED  MANUFACT./ FALK MARINE AIRFLEX        MODEL/ 727300101

                    --- MAIN PROPULSION TURBINE MACHINERY ---
  NUM OF UNITS  TYPE            HP          MANUFACTURER              MODEL
             0  ___              0  ________________________  ______________
             0  ___              0  ________________________  ______________

                   --- MAIN PROPULSION ELECTRIC MACHINERY ---
  NUM OF UNITS   VOLTS  AC/DC  HP          MANUFACTURER              MODEL
MOTORS...../ 0        0  __      0  ________________________  ______________
GENERATORS./ 0        0  __      0  ________________________  ______________
SCR'S...../ 0         0            ________________________  ______________

                 --- MAIN PROPULSION RECIPROCATING MACHINERY ---
  NUM OF UNITS   NUM OF CYL    HP          MANUFACTURER              MODEL
             2           16   12000  ENTERPRISE-DELAVEL          DMRV-16-4

                         --- AUXILIARY PROPULSION ---
              TYPE            HP          MANUFACTURER              MODEL
      ____________________     0  ________________________  ______________
*******************************************************************************
                      ----- STEERING DETAILS (VFSD) -----

                                        LAST REVISED:  PORT/ MOBMS DATE/ 28AUG86

MAIN STEERING SYSTEM TYPE/ ELECTRO-HYD-RAM            HP.../   40
GEAR MANUFACTURER......../ SPERRY                     MODEL/ 13275

POWER TRANSFER METHOD/ 6WAY VALVE NUM OF CYLINDERS......./ 2 NUM OF RAMS.../ 2
STEERING CONTROL TYPE/ ELECTRIC   NUM OF CONTROL STATIONS/ 1 TURN RATE IND?/ N
AUXILIARY STEER TYPE / ELECTRIC          EMER. STEER TYPE/ MECHANICAL-HAND
RUDDER ANGLE IND MAN./ SPERRY RAND                 MODEL / 1886465VAR03956
DESCRIPTION / ____________________________________________________________

EFFECTIVE DATE/ 01AUG86  NUM HIST RECS/  0
*******************************************************************************
```

FIGURE 7-5. EXAMPLE OF MIPIP (Continued)

NAME/ SEALIFT ATLANTIC VIN/ DN557002 DATE/ 28AUG86 PAGE/ 11

----- NAVIGATIONAL DETAILS (VFND) -----

LAST REVISED: PORT/ MOBMS DATE/ 28AUG86

--- AVAILABLE EQUIPMENT ---

RADAR...../ 2 ANTI-COLL RADAR/ X RDF...../ X LORAN RECIEVERS/ X
FATHOMETER...../ X MAG COMPASS..../ X GYRO COMPASS.../ X GYRO REPEATER../ X
COURSE RECORDER/ X OTHER EQUIPMENT/ DECCA 2ND RADAR OMEGA SATNAV

--- DESCRIPTION OF COMMUNICATIONS FROM BRIDGE TO ---

ENGINE ROOM/ SPP VOICE TUBE STEER ENG ROOM / SPP VOICE TUBE
RADIO ROOM./ SPP VOICE TUBE EMER STEER STAT/ SPP VOICE TUBE

--- EQUIPMENT IDENTIFICATION ---

EQUIPMENT TYPE	MODEL	MANUFACTURER	SERIAL NUM	STATUS (C/H)
RADAR	MARINERS PF	RAYTHEON	RCV10093	C
RADAR	MARINERS PF	RAYTHEON	RCV10101	C
FATHOMETER	DE741	RAYTHEON	DE741-1-49	C
LORAN RECIEVER	RAYNAV 6000	RAYTHEON	6000-321	C
RDF	4004A	ITT MCKAY MARINE	G0112	C
OTHER	MX1102-NV	RAYTHEON	_____	C
GYRO COMPASS	MK 227	SPERRY	1883454-B	C
OTHER	RAYCAS V	RAYTHEON	1034091-1	C
OTHER	OPEN SCL REP	SPERRY	_____	C

EFFECTIVE DATE/ _____ NUM HIST RECS/ ___ STATUS: C-CURRENT; H-HISTORY

****

----- ELECTRICAL DETAILS (VFED) -----

LAST REVISED: PORT/ MOBMS DATE/ 28AUG86

TOTAL NUM SVC/EMER GENERATORS/ 4 EMERGENCY SOURCE OF POWER AVAILABLE?/ Y

--- SHIPS SERVICE/EMERGENCY GENERATORS ---

NUM	USE	MANUFACTURER	MODEL	DRIVE	AC/ DC	VOLT	KW	RPM	STATUS (C/H)
2	SERV	COLT INDUSTRIES	503992R7	IC ENG	AC	450	1000	900	C
1	SERV	GENERAL ELECTRIC	5AT1830950A1	NEC	AC	450	600	1200	C
1	EMER	KATO	150SUD9	IC ENG	AC	277	150	1800	C

EFFECTIVE DATE/ 01AUG86 NUM HIST RECS/ 0 STATUS: C-CURRENT; H-HISTORY

--- SYSTEMS REQUIRING EMERGENCY BATTERIES ---

USE	NUMBER	LOCATION
GENERAL ALARM	24	EMERGENCY GEN. ROOM
RADIO	6	BATTERY LOCKER,RADIO ROOM

****

FIGURE 7-5. EXAMPLE OF MIPIP (Continued)

```
NAME/ SEALIFT ATLANTIC                    VIN/ DN557002  DATE/ 28AUG86  PAGE/ 12

                        ----- PUMP DETAILS (VFPD) -----

                                      LAST REVISED:  PORT/ MOBMS DATE/ 28AUG86

                    --- NUMBER OF PUMPS BY PRIMARY USE ---
  CARGO/  4      STRIPPING/  3      BALLAST/  0      FIRE/  2     BILGE/  3

---------------- PUMP DETAILS AND SPECIFICATIONS ----------------  USE(P/S)
                                                                  C S B F B S
                                                                  A T A I I T
                                                                  R R L R L A
                                                                  G I L E G T
                                                 RELIEF           O P A . E U
                                                 VALVE            . . S . . S
QTY        MANUFACTURER          TYPE  CAP.  DRIVE   SET   LOCATION . . T . .C/H
  2 WORTHINGTON                 CENTR   450 ELECTRIC ____ ENG. ROOM      P   C
  3 WORTHINGTON                 CENTR   425 ELECTRIC ____ ENG. ROOM  _ _ S S P C
  4 WORTHINGTON                 CENTR  4200 ELECTRIC ____ PUMPROOM   P S S S _ C
  3 BLACKMER PUMP CO.           CENTR _____ ELECTRIC ____ PUMPROOM     P S S _ C
EFFECTIVE DATE/ 01AUG86  NUM HIST RECS/  0     STATUS: C-CURRENT; H-HISTORY

                          --- EDUCTORS AND EJECTORS ---
          SPACE SERVED            NUM              SPACE SERVED          NUM
   FOREPEAK                         1      COFFERDAM                       1
   CHAIN LOCKER                     1      BOW THRUSTER                    1
   NO. 7 C/L CARGO TANK             1
**********************************************************************************
                     ----- DECK MACHINERY DETAILS (VFDM) -----

                                      LAST REVISED:  PORT/ MOBMS DATE/ 28AUG86

NUMBER OF ANCHORS/ 3  NUMBER OF BOW THRUSTERS/ 1  NUMBER OF STERN THRUSTERS/ 0

                       --- ANCHOR/CABLE SPECIFICATIONS ---
         ---------- ANCHORS ---------          ----- ANCHOR CABLES -----    STATUS
          TYPE     LOCATION   WEIGHT            TYPE     DIA.     LENGTH     (C/H)
         PLOW        PORT       4848           CHAIN     2.75      990         C
         PLOW        STBD       4848           CHAIN     2.75      990         C
         PLOW        BOW        4871           _____     ____      ____        C
EFFECTIVE DATE/ _______  NUM HIST RECS/ __    STATUS: C-CURRENT; H-HISTORY

                          --- WINDLASS/WINCH DATA ---                      STATUS
 DEVICE    SERIAL  NUM        MANUFACTURER            MODEL        DRIVE    (C/H)
WINDLASS 100370003     PINE TREE ENGINEERING     275 HWH 100     ELECTRIC    C
WINCH    (TOTAL OF 4)  A.C. HOYLE CO.           _____________   ELECTRIC    C
EFFECTIVE DATE/ 01AUG86  NUM HIST RECS/  0    STATUS: C-CURRENT; H-HISTORY
**********************************************************************************
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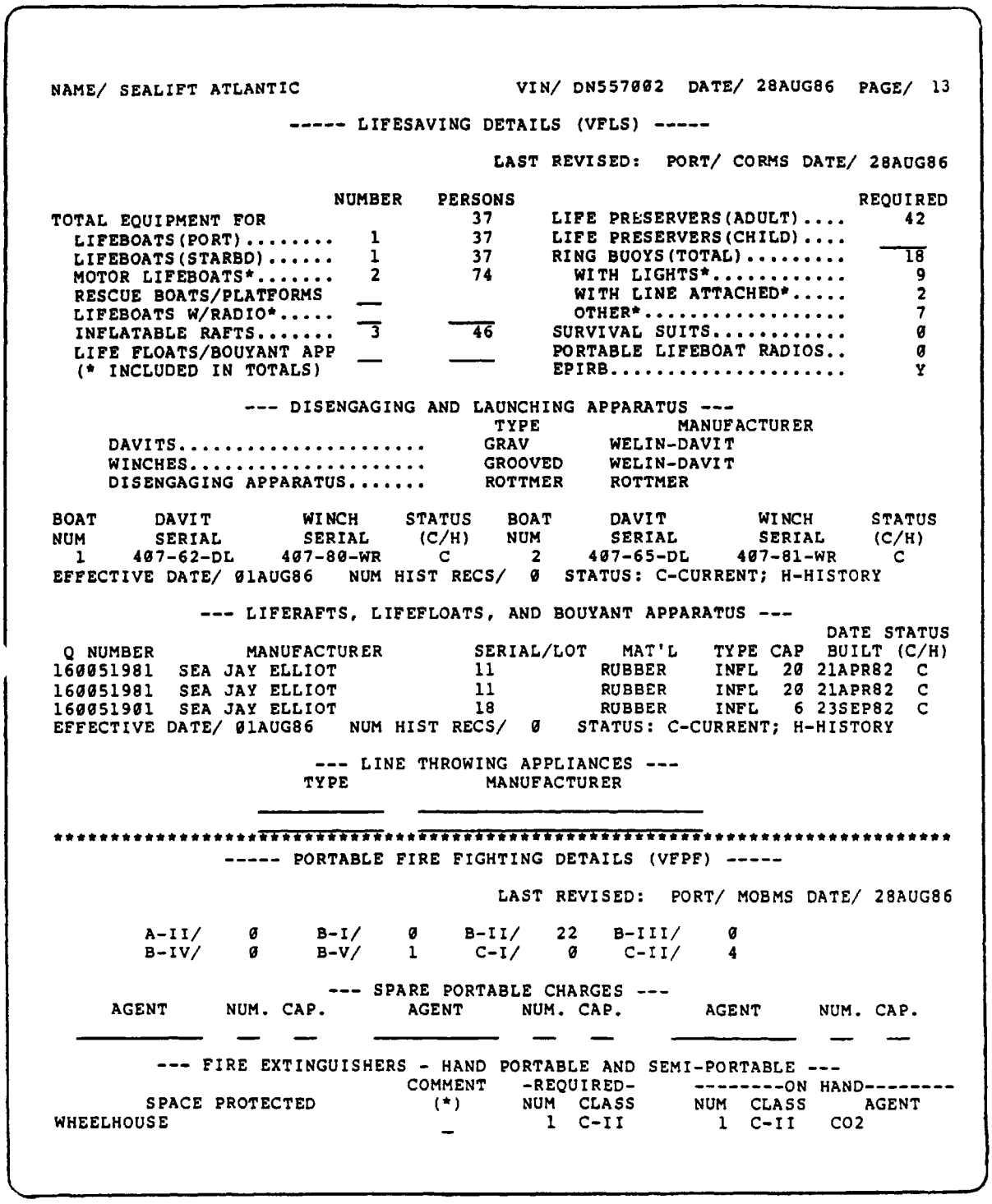
FIGURE 7-5. EXAMPLE OF MIPIP (Continued)



NAME/ SEALIFT ATLANTIC VIN/ DN557002 DATE/ 28AUG86 PAGE/ 13

----- LIFESAVING DETAILS (VFLS) -----

LAST REVISED: PORT/ CORMS DATE/ 28AUG86

	NUMBER	PERSONS		REQUIRED
TOTAL EQUIPMENT FOR		37	LIFE PRESERVERS(ADULT)....	42
LIFEBOATS(PORT).....	1	37	LIFE PRESERVERS(CHILD)....	
LIFEBOATS(STARBD).....	1	37	RING BUOYS(TOTAL).....	18
MOTOR LIFEBOATS*.....	2	74	WITH LIGHTS*.....	9
RESCUE BOATS/PLATFORMS			WITH LINE ATTACHED*.....	2
LIFEBOATS W/RADIO*.....			OTHER*.....	7
INFLATABLE RAFTS.....	3	46	SURVIVAL SUITS.....	0
LIFE FLOATS/BOUYANT APP			PORTABLE LIFEBOAT RADIOS..	0
(* INCLUDED IN TOTALS)			EPIRB.....	Y

--- DISENGAGING AND LAUNCHING APPARATUS ---

	TYPE	MANUFACTURER
DAVITS.....	GRAV	WELIN-DAVIT
WINCHES.....	GROOVED	WELIN-DAVIT
DISENGAGING APPARATUS.....	ROTTMER	ROTTMER

BOAT NUM	DAVIT SERIAL	WINCH SERIAL	STATUS (C/H)	BOAT NUM	DAVIT SERIAL	WINCH SERIAL	STATUS (C/H)
1	407-62-DL	407-80-WR	C	2	407-65-DL	407-81-WR	C

EFFECTIVE DATE/ 01AUG86 NUM HIST RECS/ 0 STATUS: C-CURRENT; H-HISTORY

--- LIFERAFTS, LIFEFLOATS, AND BOUYANT APPARATUS ---

Q	NUMBER	MANUFACTURER	SERIAL/LOT	MAT'L	TYPE	CAP	DATE BUILT	STATUS (C/H)
1	60051981	SEA JAY ELLIOT	11	RUBBER	INFL	20	21APR82	C
1	60051981	SEA JAY ELLIOT	11	RUBBER	INFL	20	21APR82	C
1	60051901	SEA JAY ELLIOT	18	RUBBER	INFL	6	23SEP82	C

EFFECTIVE DATE/ 01AUG86 NUM HIST RECS/ 0 STATUS: C-CURRENT; H-HISTORY

--- LINE THROWING APPLIANCES ---

TYPE	MANUFACTURER

****

----- PORTABLE FIRE FIGHTING DETAILS (VFPF) -----

LAST REVISED: PORT/ MOBMS DATE/ 28AUG86

A-II/	0	B-I/	0	B-II/	22	B-III/	0
B-IV/	0	B-V/	1	C-I/	0	C-II/	4

--- SPARE PORTABLE CHARGES ---

AGENT	NUM.	CAP.	AGENT	NUM.	CAP.	AGENT	NUM.	CAP.

--- FIRE EXTINGUISHERS - HAND PORTABLE AND SEMI-PORTABLE ---

SPACE PROTECTED	COMMENT (*)	-REQUIRED- NUM	CLASS	--------ON HAND-------- NUM	CLASS	AGENT
WHEELHOUSE		1	C-II	1	C-II	CO2

FIGURE 7-5. EXAMPLE OF MIPIP (Continued)

FIGURE 7-5. EXAMPLE OF MIPIP (Continued)

NAME/ SEALIFT ATLANTIC VIN/ DN557002 DATE/ 28AUG86 PAGE/ 14

--- FIRE EXTINGUISHERS - HAND PORTABLE AND SEMI-PORTABLE ---

SPACE PROTECTED	COMMENT (*)	-REQUIRED- NUM	CLASS	--------ON HAND-------- NUM	CLASS	AGENT
COMM. CORRIDORS	_	1	C-II	1	C-II	CO2
PUBLIC SPACES	_	8	B-II	8	B-II	DRY CHEM
GALLEYS	_	1	B-II	1	B-II	CO2
PAINT & LAMP ROOMS	_	2	B-II	2	B-II	CO2
STOREROOMS	_	1	B-II	1	B-II	DRY CHEM
OIL-FIRED BOILERS	_	3	B-II	3	B-II	DRY CHEM
AUX. MACHINERY SPACE	_	1	B-V	1	B-V	DRY CHEM
MACHINERY SPACE	_	6	B-II	9	B-II	DRY CHEM
IC ENGINE SPACE	_	1	C-II	1	C-II	CO2
AUX SPACES	_	1	C-II	1	C-II	CO2
PUMP ROOM	_	1	B-II	1	B-II	DRY CHEM

****

----- FIXED FIRE FIGHTING DETAILS (VFFF) -----

LAST REVISED: PORT/ MOBMS DATE/ 28AUG86

--- GENERAL DATA ---

NUMBERS OF: HOSE STATIONS/ 28 FIRE AXES/ 5 FIREMAN OUTFITS/ 2 BREATHING APP/ 2
FIRE PUMPS: NUM OF/ 2 LOCATION/ ENG. ROOM AND SHAFT ALLEY
STRUCTURAL FIRE PROTECTION: PRESENT?.../ N PLAN NUMBER/ _____
NUMBER OF VERTICAL ZONE BULKHEADS...../
SHIPBOARD LOCATION OF FIRE CONTROL PLANS/ 04 DECK

--- HOSE DETAILS ---

NUMBER OF NOZZLES / APPLICATORS		NUMBER OF HOSES	LINED	UNLINED
1.5 INCH COMB. NOZZLES...../	10	1.5 INCH - 50 FT LENGTHS	18	—
2.5 INCH COMB. NOZZLES...../	10	1.5.INCH - 75 FT LENGTHS	—	—
STR STREAM NOZZLES (TOTAL)./	—	2.5 INCH - 50 FT LENGTHS	—	
NUMBER OF APPLICATORS...../	7	TOTAL HOSE LENGTH/	1400	

--- FIXED EXTINGUISHING SYSTEMS ---

SPACE PROTECTED	AGENT	CAP.	# STA	REL. TYPE	MANUFACTURER	STATUS (C/H)
CARGO DECK & PUMP ROOM	FOAM	475	__	MAN	NATIONAL FOAM SYSTEM	C
MACHINERY SPACE	CO2	6900	__	MAN	WALTER KIDDE	C
ENGINEERS PAINT LOCKER	CO2	100	__	MAN	WALTER KIDDE	C
EMERGENCY GENERATOR ROOM	CO2	225	__	MAN	WALTER KIDDE	C
BOSN'S PAINT LOCKER	CO2	300	__	MAN	WALTER KIDDE	C

EFFECTIVE DATE/ 01AUG86 NUM HIST RECS/ 0 STATUS: C-CURRENT; H-HISTORY

--- FIRE DETECTING AND ALARM SYSTEMS ---

SPACE PROTECTED	DETECTOR TYPE	MANUFACTURER	STATUS (C/H)
_____	_____	_____	_

EFFECTIVE DATE/ _____ NUM HIST RECS/ 0 STATUS: C-CURRENT; H-HISTORY

FIGURE 7-5. EXAMPLE OF MIPIP (Continued)

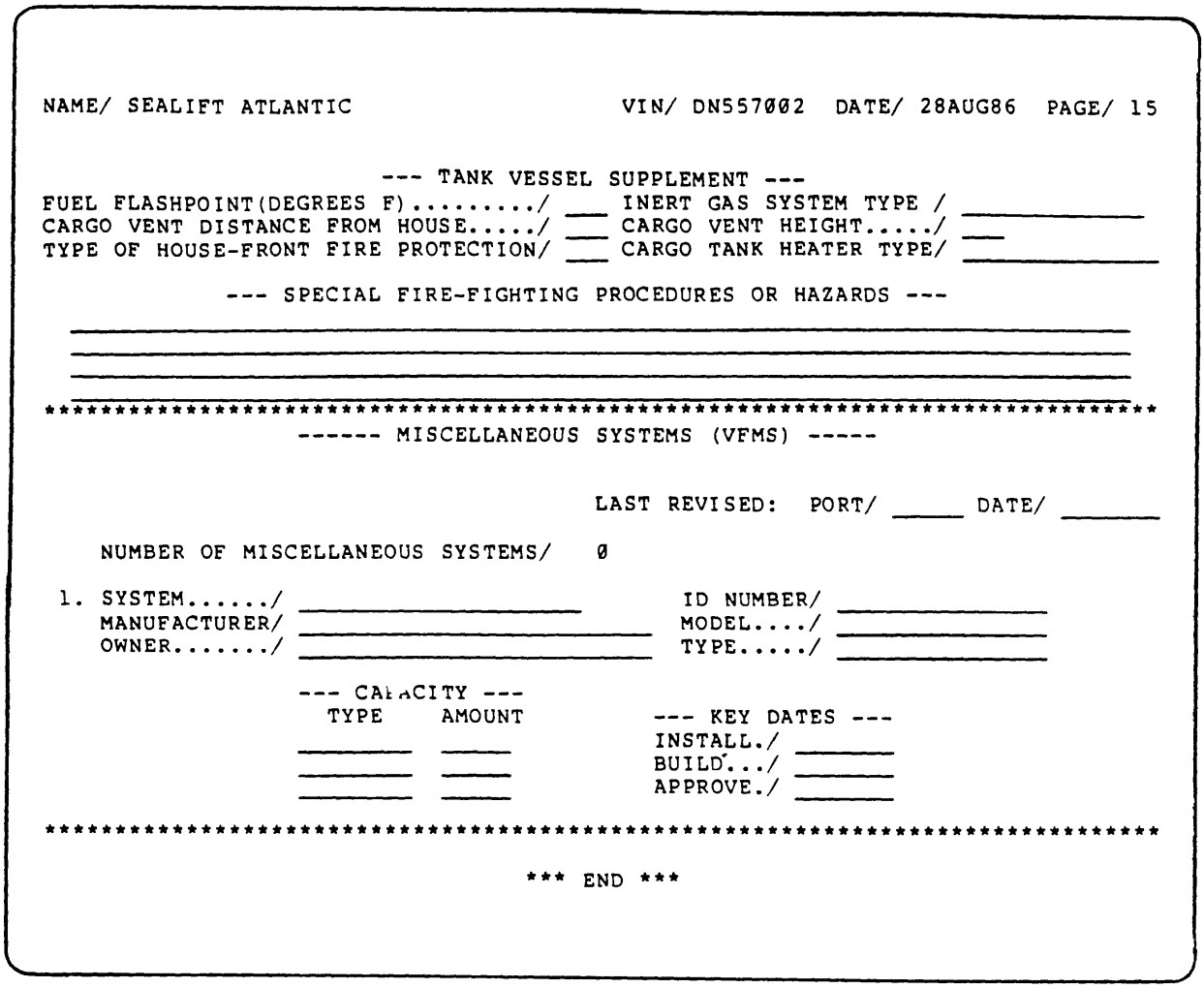


FIGURE 7-5. EXAMPLE OF MIPIP (Continued)

MIPIP/Entry/Printing the Pre-Inspection Package

STEP 1

- Select PFSO from the MSIS Directory
- COMMAND: **SEL,14**
- SEND

```
COMMAND /SEL,14                          RESPONSE/PLS MAKE NEXT SELECTION
MSIS                              MSIS DIRECTORY                    28AUG86

  <MSTS>    WELCOME TO THE WONDERFUL WORLD OF FUNCTIONAL TESTING      <MSTS>

            -TESTERS AND DEVELOPERS, PLEASE LIST UNRESOLVED OR DISCOVERED
                PRODUCT PROBLEMS ON THE MSBB.  THANK-YOU
  <MSTS>    -FOR A LIST OF PRODUCT REVISIONS ROLLED INTO TEST SEE VDFI <MSTS>

    ACTIVITIES       -FI UPDATE-        SEL,      MSIS SUBJECT FILES      SEL,

  VESSEL DOCUMENTATION.27AUG86..(VDEI)   1     PORT FILE...........(PFEI)  21
  MARINE INSPECTION....07MAY86..(MIEI)   2     VESSEL FILE.........(VFEI)  22
  PORT SAFETY.....          ..(PSEI)   3     VESSEL LOGS & FORMS.(VFLI)  23
  MARINE CASUALTY.....      ..(MCEI)   4     FACILITY FILE.......(FFEI)  24
  MARINE POLLUTION.....     ..(MPEI)   5     PARTY FILE..........(PNEI)  25
  MARINE VIOLATION.............(MVEI)   6     CARGO FILE..........(CFEI)  26

    GENERAL ADMIN    -BB UPDATE-

  BULLETIN BOARD.......27AUG86..(MSBB)   11    LOGIN (NEW PASSWORD)......  31
  INCOMING MAIL LOG....MB.......(PFIML)  12    LOGOUT....................  32
  MORNING REPORTS......MR.......(PFMR)   13
  SCHEDULED OUTPUTS....SO.......(PFSO)   14
```

STEP 2

- MSIS responds with PFSO
- Enter **2** to select the Preinspection Package
- SEND

```
COMMAND /                                RESPONSE/PLS ENTER YOUR RESPONSE
PFSO                        PORT FILE SCHEDULED OUTPUTS                28AUG86

    PORT/ SIMMI

SELECT CHOICE OF SCHEDULED OUTPUTS, KEY NUMBER HERE/ 2

     1. INSPECTION LETTERS/      2

     2. PREINSPECTION PACKAGE/   2
```

STEP 3

- MSIS lists the available preinspection packages ready for printing

```
COMMAND /_____________________________ RESPONSE/PLS ENTER YOUR RESPONSE
PFSO                    PORT FILE SCHEDULED OUTPUTS                    28AUG86

    PORT/ SIMMI

PORT/ SIMMI                        TOTAL NUMBER OF PREINSPECTION PACKAGES/   2

 I (P/K)
 T   R  S          ---PREINSPECTION PACKAGES READY TO PRINT OR KILL---
 E   E  Y                                                                NO.
 M   Q  S    VIN                SUBJECT NAME                CASE     DATE   PGS
  1. _  P CG000156   LINCOLN                            MI86000030 26AUG86  9
  2. _    CG000236   CERES                              MI86001239 28AUG86 17
```

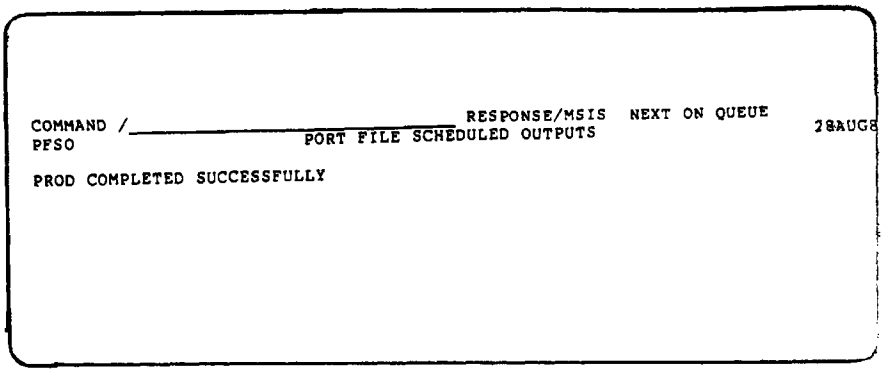
STEP 4

- Enter P in the REQ slot for the package desired
- SEND

```
COMMAND /_____________________________ RESPONSE/PLS ENTER YOUR RESPONSE
PFSO                    PORT FILE SCHEDULED OUTPUTS                    28AUG86

    PORT/ SIMMI

PORT/ SIMMI                        TOTAL NUMBER OF PREINSPECTION PACKAGES/   2

 I (P/K)
 T   R  S          ---PREINSPECTION PACKAGES READY TO PRINT OR KILL---
 E   E  Y                                                                NO.
 M   Q  S    VIN                SUBJECT NAME                CASE     DATE   PGS
  1. _  P CG000156   LINCOLN                            MI86000030 26AUG86  9
  2. P    CG000236   CERES                              MI86001239 28AUG86 17
```

STEP 5

- MSIS prints the preinspection package on the printer and responds with a confirmation when printing is complete



F. Marine Inspection Letters. The Marine Inspection product set contains seven products which generate letters to a vessel's operator for various purposes. These letters inform the operator of a needed inspection, an expired COI, the extension of compliance dates for outstanding requirements and non-compliance with such requirements. These seven Marine Inspection products are:

- Marine Inspection Letter of Notification (MILON)
- Marine Inspection Letter of Expiration of Certification (MILEC)
- Marine Inspection Letter of Extension of Requirements (MINER)
- Marine Inspection Letter of Issuance of Requirements (MILIR)
- Marine Inspection Initial Letter of Non-Compliance (MIILN)
- Marine Inspection Final Letter of Non-Compliance (MIFLN)
- Marine Inspection Reinspection Notification Letter (MIRNL).

The seven letters are generated by MSIS based on "tickler" dates established by other Vessel File and Marine Inspection products as well as by the letters themselves. Figure 7-7 shows how these letters are sequenced and which products or letters trigger a succeeding letter. For example, MILON is tickled by a validated MIAR which sets the date for the next certificate inspection. Taken as a whole, the seven letters are sequenced by the inspection (and citation of outstanding requirements) process characterized by the MSIS products MIAR, MIDR, and MIDF. The seven Marine Inspection letters will each be discussed in more detail below.

1. Marine Inspection Letters Purpose and Description.

   a. **MILON** - MILON is used to generate a letter to a vessel's operator 60 days before the due date of the vessel's inspection for Certification.

   b. **MILEC** - MILEC is used to generate a letter to the vessel's operator, on the vessel's COI expiration date, indicating that the vessel's COI has expired.

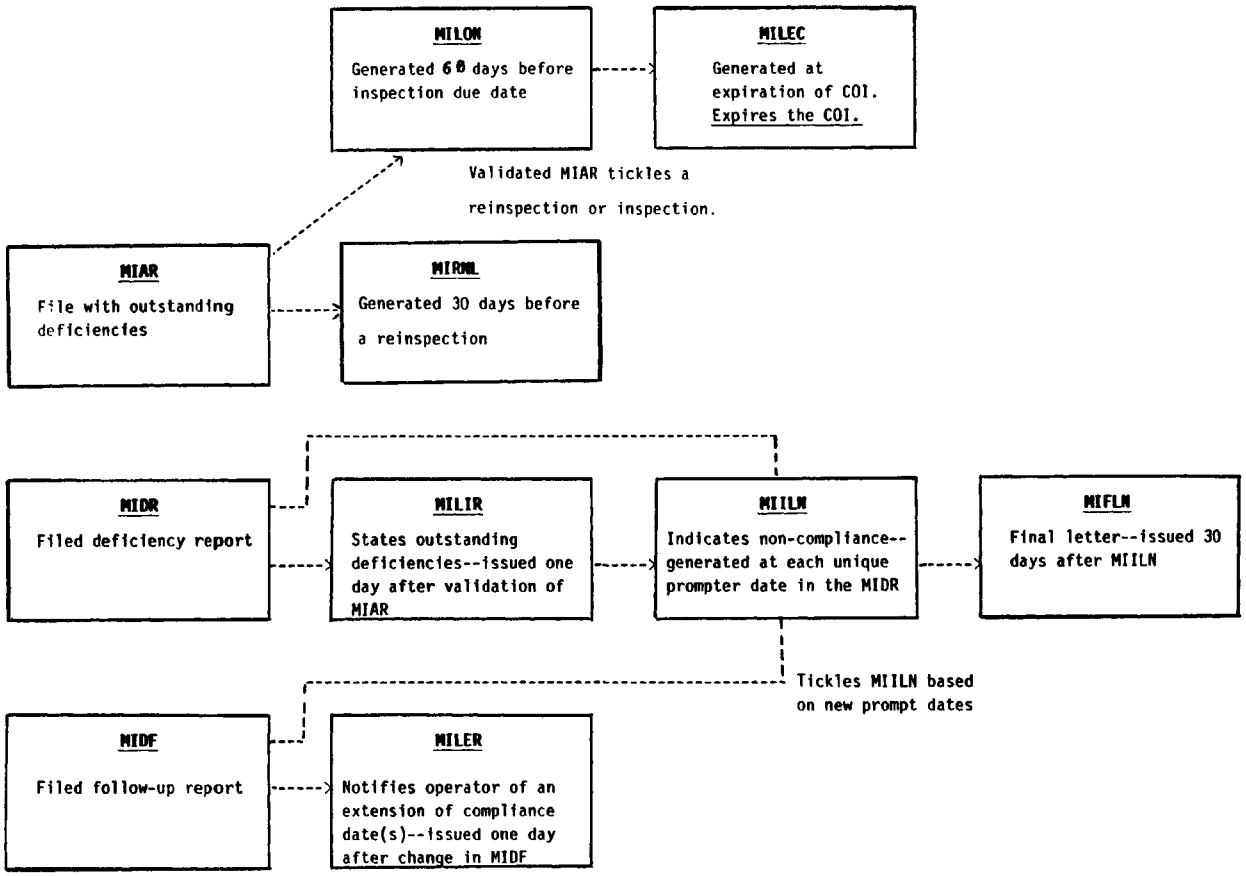


FIGURE 7-7. GENERATION SEQUENCE OF MARINE INSPECTION LETTERS

c. MILER - MILER generates a letter to a vessel's operator listing the old and new compliance dates for all outstanding requirements which have had their compliance dates extended.

d. MILIR - MILIR writes a letter to a vessel's operator informing him/her that requirements remain outstanding against the referenced vessel as a result of the subject inspection case.

e. MIILN - MIILN generates a letter to a vessel's operator indicating non-compliance with outstanding requirements issued against the referenced vessel.

f. **MIFLN** - MIFLN is used to generate the final letter to the operator of a referenced vessel indicating non-compliance with outstanding requirements.

g. **MIRNL** - MIRNL issues a leter to a vessel's operator 30 days before a reinspection. It also includes any outstanding or impending hull exams.

h. Signature authority for all letters is set on PFID.

i. In some instances, letters may be regenerated by MSIS. Contact GMVI for assistance.

j. Figures 7-8 through 7-14 show examples of the seven Marine Inspection letters.

2. `Retrieving Marine Inspection Letters.

a. **MILON.**

(1) Menu. None.

(2) Free-Form. None.

(3) Selection from Other Products. MILON may be retrieved through PFSO.

b. **MILEC.**

(1) (1) Menu. None.

(2) Free-Form. None.

(3) Selection from Other Products. MILEC may be retrieved through PFSO.

c. **MILER.**

(1) Menu. None.

(2) Free-Form. See Special Processing.

(3) Selection from Other Products. MILER may be retrieved through PFSO.

d. **MILIR.**

(1) Menu. None.

(2) Free-Form. See Special Processing.

(3) Selection from Other Products. MILIR may be retrieved through PFSO.

e. **MIILN.**

(1) Menu. None.

(2) Free-Form. None.

(3) Selection from Other Products. MIILN may be retrieved through PFSO.

f. **MIFLN.**

(1) Menu. None.

(2) Free-Form. None.

(3) Selection from Other Products. MIFLN may be retrieved through PFSO.

g. **MIRNL.**

(1) Menu. None.

(2) Free-Form. None.

(3) Selection from Other Products. MIRNL may be retrieved through PFSO.

h. Product Use Authority Levels

Not Applicable.

3. Marine Inspection Letters Data Entry Requirements and Explanation.

a. **MILON.** MILON generates the Letter of Notification to a vessel's operator informing him/her that an inspection for Certification is due within 60 days.

If the operator is unknown to MSIS, MILON makes an entry into the POC's morning report.

MILON is tickled by a validated MIAR which sets the date for the next certificate inspection. This prompt causes MILON to be listed on PFSO as a letter scheduled for output. The letter may then be printed and deleted from PFSO.

MILON updates the vessel's MISS with the statement "SENT MILON" and the date. It also tickles the MILEC letter for execution on the COI expiration date, if the inspection type is certification.

b. **MILEC.** MILEC generates a letter to the operator of the subject vessel notifying him/her that the vessel's Certificate of Inspection has expired. MILEC is generated at the expiration date of the COI.

MILEC is prompted (tickled) on the expiration date of the COI by MILON at the time a MILON is sent for a certificate of inspection. This prompt causes MILEC to be listed on PFSO as a letter scheduled for output. The letter may then be printed and deleted from PFSO.

MILEC updates the vessel's MISS with the statement **"SENT MILEC"** and the date. It also updates the VFLD COI document record status of the vessel with the word **"EXPIRED".**

c. **MILER**. MILER writes a letter to the vessel operator confirming his/her request to extend the compliance date(s) of the requirement(s) issued during the subject inspection. The reference case must have had the prompt date(s) changed, via MIDF, for one or more of its outstanding requirements before MILER can be generated.

MILER is prompted one day later by the aforementioned prompt date changes on MIDF. This prompt causes MILER to be listed on PFSO as a letter scheduled for output. The letter may then be printed and deleted from PFSO.

MILER updates each requirement definition (on MIDR) listed by the letter with the word "MILER" to prevent the same requirement from being listed again by a different execution of MILER.

d. **MILIR**. MILIR generates a letter to the vessel operator informing him/her of the issuance of outstanding requirements as a result of the subject inspection case. The MILIR is issued one day after the validation of the MIAR containing the outstanding requirements.

MILIR is prompted (tickled) by outstanding requirements listed on the vessel's MIDR. This prompt causes MILIR to be listed on PFSO as a letter scheduled for output. The letter may then be printed and deleted from PFSO. Please note that the MILIR letter is terminated if all requirements have been updated since MILIR was ticked by the validation of the MIAR. MILIR updates each requirement definition (on MIDR) listed by the letter with the word **"MILIR".**

e. **MIILN.** MIILN generates a letter to the vessel operator informing him/her of non-compliance with outstanding requirements initiated by the subject inspection case. The MIILN is sent only when one or more outstanding requirements exist that have a prompt date as old or older than the current date and that have not been listed by a previous MIILN letter.

MIILN is prompted (tickled) by the validation of the MIAR to execute on each unique prompt date found in the list of outstanding requirements. If the prompt date is not set by the user, a default of 5 days after the compliance date is used.

MIDF also tickles separate follow-up MIILN letters for each unique change in prompt dates found in the list of outstanding requirements. **MIILN** executes on each of the new prompt dates. Both of these prompts causes MIILN to be listed on PFSO as a letter scheduled for output. The letter may then be printed and deleted from PFSO.

MIILN updates each requirement definition (on MIDR) listed by the letter with the word "MIILN" and with the new MIFLN prompt date (requirement prompt date plus 30 days). MIILN also tickles a follow-up MIFLN letter to execute 30 days hence.

f. **MIFLN.** MIFLN writes the final letter to the vessel operator informing him/her of non-compliance with outstanding requirements issued against the referenced vessel. MIFLN is prompted (tickled) by MIILN 30 days after MIILN is executed.

MIFLN is listed on PFSO as a letter scheduled for output. The letter may then be printed and deleted from PFSO. MIFLN updates each requirement definition (on MIDR) listed by the letter with the word **"MIFLN.**

g. **MIRNL.** MIRNL generates a letter to the vessel operator notifying him/her that a reinspection is due. This letter also lists any outstanding or impending (within 30 days) hull exams. The MIRNL is issued 30 days prior to the reinspection and is prompted (tickled) by the validation of the MIAR. The MIRNL is listed on PFSO as a letter scheduled for output; it may be printed and deleted from PFSO.

Note: Whether viewed on the screen or printed, all MI letters display the message, Cannot Generate <letter> for VIN---------, when a letter can not be composed due to missing information. This message alerts the user that a particular letter can not be viewed or printed, though all other queued up letters can be printed or displayed without mishap.

h. Special Processing. Normally, MSIS executes the function to "write" letters in the evening in background mode. It is possible to "write" a letter in advance of the normal system process. To do this: (1) the conditions which would normally generate a letter must be met, e.g., there must be a case with outstanding requirements and a letter for that case must not already exist; (2) execute the MIAR for the case in any mode to identify the case to MSIS; (3) enter the free-form command **-MILIR,E** or **-MILER,E** in the command line and press SEND. MSIS will then prompt when the process is complete and the letter will be available at PFSO. The same process can be used to regenerate a letter (with a new date or signature authority) if desired. It is important that the initial letter must be deleted from PFSO to successfully regenerate a new letter.

COMMANDING OFFICER
U.S. COAST GUARD
DOCUMENTATION OFFICE

BOSTON DOCUMENTATION
447 COMMERCIAL STREET
BOSTON, MA 02109
(617) 223-1470

16711
12JAN88

GORDON A. BAKER, JR.
SUITE 301
9532 MUIRKIRK ROAD
LAUREL, MD 20708

Subject: COWABUNGA O.N. CG000184

Our records show the above vessel's Certificate of Inspection (COI) will expire on 12MAR88.

The Maritime Safety Act of 1984 (46USC 3309) requires you to notify the Coast Guard in writing, 30-60 days prior to expiration of a vessel's COI, if that vessel will or will not require an inspection. If you have not already made arrangements for this inspection, please send the notice to the OCMI that will conduct the inspection, if known. Otherwise, send it to this office.

The form below may be detached and sent as the required notice. Enclosed is an application for inspection (FORM CG3752) which may be used instead, if submitted within the required time frame. You should confirm the inspection date and location by telephone 15-30 days prior to the desired inspection date.

This letter does not relieve you of responsibility under the law to provide the required notice. Failure to provide notice may subject you to a civil penalty of $1000.

G CHERETIS
U. S. COAST GUARD
CAPTAIN OF PORT
BY DIRECTION OF THE COTP

VESSEL NAME: COWABUNGA O.N.: CG000184

____ THIS VESSEL WILL REQUIRE A COAST GUARD INSPECTION.

____ THIS VESSEL WILL NOT OPERATE SO AS TO REQUIRE AN INSPECTION.

LAUREL, MD 20708
SIGNATURE, TITLE

FIGURE 7-8. EXAMPLE OF MILON

COMMANDING OFFICER
U.S. COAST GUARD
DOCUMENTATION OFFICE

BOSTON DOCUMENTATION
447 COMMERCIAL STREET
BOSTON, MA 02109
(617) 223-1470

16711
CG000194
12JAN88

DAVID B SMITH
2100 SECOND STREET, SW
WASHINGTON, DC 20533-0001

Subject: Expiration of Certificate of Inspection
Vessel: THE SCROOGE

A review of our records indicates that the above vessel is overdue for inspection for Certification and that the certificate you now hold has expired.

You are requested to contact this office regarding the inspection(s) required to renew your certificate. Please forward the expired certificate to this office immediately.

JANICE HADLEY
CIVILIAN, U. S. COAST GUARD
MANAGER

FIGURE 7-9. EXAMPLE OF MILEC

COMMANDING OFFICER
U.S. COAST GUARD
MARINE SAFETY OFFICE

MSO CORPUS CHRISTI
1415 SUITE 16
CORPUS CHRISTI, TX
55555
(512) 888-3161

16711
CG000135
06JAN88

OIL RESOURCES INC
22 MARKWOOD LANE
SANDY BEACH, VA 23602

Subject: Extension of Outstanding Requirements Due Date
Inspection Case: MI87000055 Conducted: 04DEC87
Vessel: HOLLYWOOD CHEM JIM

Your request for extension of time to comply with the outstanding requirements on the vessel noted above has been granted.

The requirements with their new compliance dates are listed on the attached sheet.

KEVIN ASKEW
CAPTAIN, U. S. COAST GUARD
COMMANDING OFFICER

VESSEL: HOLLYWOOD CHEM JIM VIN: CG0135 DATE: 06JAN88

---LIST OF REQUIREMENTS---

IDENT	COMPLIANCE DATE	DATE ISSUED	ISSUING PORT
1	04FEB88	04DEC87	CORMS

---DESCRIPTION---
ITEMS NEED TO BE REPLACED AND CANNOT BE USED FOR CARGO UNTIL SUCH TIME

FIGURE 7-1. EXAMPLE OF MILER

COMMANDING OFFICER
U.S. COAST GUARD
MARINE SAFETY OFFICE

MSO CORPUS CHRISTI
1415 SUITE 16
CORPUS CHRISTI, TX
55555
(512) 888-3161

16711
CG000135
20DEC87

LAKER TRANSPORTATION
3123 MILKY WAY
RESEARCH TRIANGLE PARK
COLUMBUS, OH 43221-3232

Subject: Issuance of Requirements
Inspection Case: MI87000128 Conducted: 19DEC87
Vessel: HOLLYWOOD CHEM JIM

The requirements on the attached list were issued during the inspection noted above. You are reminded that these requirements are to be completed to the satisfaction of the cognizant Coast Guard OCMI.

GEORGE R. JACOBS
ENSIGN, U. S. COAST GUARD
OFFICER IN CHARGE, MARINE INSPECTION
ACTING

VESSEL:HOLLYWOOD CHEM JIM VIN:CG000135 DATE: 20DEC87

---LIST OF OUTSTANDING REQUIREMENTS---

IDENT	COMPLIANCE DATE	DATE ISSUED	ISSUING PORT
1	20JAN88	19DEC87	CORMS

---DESCRIPTION---
ITEMS NEED TO BE REPLACED AND CANNOT BE USED FOR CARGO UNTIL SUCH TIME

FIGURE 7-11. EXAMPLE OF MILIR

COMMANDING OFFICER
U.S. COAST GUARD
MARINE SAFETY OFFICE

MSO CORPUS CHRISTI
1415 SUITE 16
CORPUS CHRISTI, TX
55555
(512) 888-3161

16711
CG000135
25JAN88

LATVIAN TRADING COMPANY
12 LIME ST
MARKET SQUARE
LONDON, WALES
UNITED KINGDOM, NW3 5-5

Subject: Apparent Non-Compliance with Outstanding Requirements
Inspection Case: MI87000128 Conducted: 19DEC87
Vessel: HOLLYWOOD CHEM JIM

Our records indicate that the requirements on the attached list, which were issued at the inspection noted above, have not been satisfied. If these requirements have been attended to and cleared by a Coast Guard Marine Inspector please notify us so our records can be updated. If requirements remain outstanding, please convey:

1. The status of each requirement listed:
2. Your intentions with regard to any items which have not been satisfied:
3. The date and place the vessel will be available for a follow-up inspection.

Failure to satisfy these requirements may result in revocation of the vessel's Certificate of Inspection.

GEORGE R. JACOBS
ENSIGN, U. S. COAST GUARD
JOBS OFFICER
BY DIRECTION OF THE OCMI

VESSEL: HOLLYWOOD CHEM JIM VIN: CG000135 DATE: 25JAN88

---LIST OF OUTSTANDING REQUIREMENTS---

IDENT	COMPLIANCE DATE	DATE ISSUED	ISSUING PORT
1	2JAN88	19DEC87	CORMS

---DESCRIPTION---
ITEMS NEED TO BE REPLACED AND CANNOT BE USED FOR CARGO UNTIL SUCH TIME

FIGURE 7-12. EXAMPLE OF MIILN

COMMANDING OFFICER
U.S. COAST GUARD
DOCUMENTATION OFFICE

BOSTON DOCUMENTATION
447 COMMERCIAL STREET
BOSTON, MA 02109
(617) 223-1470

16711
CG000174
03NOV87

LATVIAN TRADING COMPANY
12 LIME ST
MARKET SQUARE
LONDON, WALES
UNITED KINGDOM, NW3 5-5

Subject: Second Notice of Apparent Non-Compliance with Requirements Inspection Case: MI87000038 Conducted: 29AUG87 Vessel: ZAPATA YORKTOWN Our records indicate that the requirements on the attached list, which were issued at the inspection noted above, have not been satisfied. If these requirements have been attended to and cleared by a Coast Guard Marine Inspector please notify us so our records can be updated. If requirements remain outstanding, please convey:

1. The status of each requirement listed:
2. Your intentions with regard to any items which have not been satisfied:
3. The date and place the vessel will be available for a follow-up inspection.

Failure to satisfy these requirements will result in revocation of the vessel's Certificate of Inspection.

G CHERETIS
U. S. COAST GUARD
CAPTAIN OF PORT
BY DIRECTION OF THE COTP

VESSEL: ZAPATA YORKTOWN VIN: CG000174 DATE: 03NOV87

---LIST OF OUTSTANDING REQUIREMENTS---

IDENT	COMPLIANCE DATE	DATE ISSUED	ISSUING PORT
0002	27SEP87	29AUG87	CORMS

---DESCRIPTION---
HULL ON PORT SIDE HAS MINOR PERFORATIONS

IDENT	COMPLIANCE DATE	DATE ISSUED	ISSUING PORT
0001	27SEP87	29AUG87	CORMS

---DESCRIPTION---
ITEMS NEED TO BE RELACED AND CANNOT BE USED FOR CARGO UNTIL SUCH TIME

FIGURE 7-13. EXAMPLE OF MIFLIN

COMMANDING OFFICER
U.S. COAST GUARD
DOCUMENTATION OFFICE

BOSTON DOCUMENTATION
447 COMMERCIAL STREET
BOSTON, MA 02109
(617) 223-1470

16711
D606062
26JAN88

HELEN MCGILICUTTY CORP
123 QUEEN AVE.
COLUMBUS, OH 43221

Subject: Notice of Pending Inspection
Vessel: COWABUNBA

Gentlemen: Our records indicate that the vessel referenced above is due for the following inspection(s):

Inspection Type	Date Due
REINSPECTION	26MAR88

Please notify this office, or the Coast Guard inspection office where inspection is desired, of your intentions regarding the inspection.

JANICE HADLEY
CIVILIAN, U. S. COAST GUARD
MANAGER

FIGURE 7-14. EXAMPLE OF MIRNL

CHAPTER 8. ADMINISTRATION

A. General. There are three products which aid in the general administration of Marine Inspection activities. The first product, Marine Inspection Field Information (MIFI), provides a means for GMVI to supply inspection information to the field offices. The other two products, Port File Activity Summary (PFAS) and Port File Marine Inspection Activity Summary (PFMI), are discussed in the Port File Transaction Guide, COMDTINST M5230.21A.

B. Marine Inspection Field Information -- **MIFI.**

1. **MIFI** Purpose and Description.

   a. Provides a means for Headquarters (GMVI) to supply inspection information to the field offices.

   b. Figure 8-1 shows the data definitions for MIFI. See Enclosure (1) for the abbreviation meanings.

2. Accessing **MIFI.**

   a. Menu. MIFI is normally accessed through MIEI by Headquarters and field staff.

   b. Free-Form. MIFI can be accessed through free-form with:

      -MIFI,<E, U, or R>

      where:
      E = entry mode
      U = update mode
      R = retrieval mode

      EXAMPLE:

      -MIFI,R

      Note: MIFI can be free-formed in **E(ntry)** and **U(pdate)** modes by GMVI staff only. Both Headquarters and field staff can free-form MIFI in **R(etrieval)** mode.

   c. Selection From Other Products. MIFI is not accessed from other products.

   d. Product Use Authority Levels.

      Retrieval - 1 Entry/Update - 2 and GMVI
      Kill information - 4 and GMVI

3. **MIFI** Data Entry Requirements and Explanation.

   a. General Processing. MIFI is accessed from MIEI by GMVI staff to enter inspection information for the field. In **E(ntry)** mode, MIFI responds with a slot for current image lines and a slot for the total lines required for the field information. (The total number of lines allowed by MIFI is 99.) The user enters the total number of lines required and presses **SEND.** MIFI responds with the requested number of blank lines, and the user then enters the message(s)

desired. In **U(pdate)** mode, MIFI shows the number of image lines currently being displayed and requests the total number of lines required, including the current information. (The total number of lines equals the number of lines currently being used plus the number of lines for the new information.) The user enters the total number of lines required and presses **SEND.** MIFI displays the current information plus the extra lines requested for the new information. The user then enters the desired message(s). Existing lines of information may be deleted by blanking them out.

In **R(etrieval)** mode, MIFI displays the inspection field information as it has been entered by Headquarters staff.

The entire text of a field information screen may be deleted by a user in **R(etrieval)** mode, provided he/she is logged into MSIS with the unit code of GMVI and has a password authority access level of four (4) or greater. If authority exists, the message "KEY KILL TO DELETE INFORMATION" will appear in the Response Slot when the field information image is displayed. The word **KILL** may be typed in the Command Slot and sent. This removes all previously saved text.

b. Special Processing. Each time MIFI is entered or updated, the data slot on the MSIS Directory that appears along side of the MIEI listing is changed to the current system date. This date is not modified if MIFI is called in **E(ntry)** or **U(pdate)** mode and sent without changing any of the text. Should the user change the text and then change it back to the original text, this is interpreted as modification and the date of update will change to the current system date. When MIFI is killed, the date in the update data slot on the MSIS Directory is blanked out.

SCREEN 1

```
COMMAND /_____________________________ RESPONSE/PLS ENTER YOUR RESPONSE
MIFI                    MARINE INSPECTION FIELD INFORMATION          25MAR86

CURRENT FIELD INFORMATION REQUIRES   13  IMAGE LINES. PLEASE ENTER TOTAL LINE
ESTIMATE FOR NEW FIELD INFORMATION./ __
```

SCREEN 2

```
COMMAND /_____________________________ RESPONSE/PLS ENTER YOUR RESPONSE
MIFI                    MARINE INSPECTION FIELD INFORMATION          25MAR86
                      * * * WELCOME TO MIFI ! * * *                    2/18
  WELCOME TO THE NEWEST MSIS TRANSACTION.  THIS IS HEADQUARTERS (G-MVI) OWN
  BULLETIN BOARD DESIGNED FOR PROVIDING FIELD INFORMATION OF AN INFORMAL
  AND UNOFFICIAL NATURE.  SOME OF THE ITEMS WE WILL BE DISPLAYING WILL
  INCLUDE:
            1) TAD OPPORTUNITIES OVERSEAS
            2) ADVANCE NOTICE OF REGULATION/LAW CHANGES
            3) ADVANCE NOTICE OF COMMANDANT INST/NOTICES AFFECTING
               THE VESSEL INSPECTION PROGRAM.
            4) ADVANCE CHANGES TO THE MARINE SAFETY MANUAL (VOL II)
            5) ??
  YOUR COMMENTS, IDEAS ARE REQUESTED.  SEND MAILBOXES TO GMVI.
  ********************************************************************************
```

FIGURE 8-1. DATA DEFINITIONS FOR MIFI

C. Port File Activity Summary -- **PFAS.**

Please see the Port File Transaction Guide, COMDTINST M5230.21A, for information about PFAS.

D. Port File Marine Inspection Activity Summary -- **PFMI.**

Please see the Port File Transaction Guide, COMDTINST M5230.21A, for information about PFMI.

DATA DEFINITION ABBREVIATION MEANINGS

The abbreviations used in the data definition screens are defined as follows:

CD = Calendar date. Standard date format is DDMONYR (day's date, 2 col.; month, 3 col.; and year, 2 col.); e.g., 28SEP86. This is an edit value and must be entered in that form.

CID = Cargo Identification Code. This is the three letter CHRIS code used to identify chemicals in MSIS.

CIN = Class Identification Number. If assigned by MSlS, this number is in the format of SCxxxxxx where SC stands for Special Class and xxxxxx is a sequential number; for example, SC000201.

CN = Case Number. Standard format is XXYRxxxxxx where XX is the 2 character product set prefix, YR is the year and xxxxxx is a sequential number assigned by MSIS; for example, PS86000001. Product set prefixes include MI, VD, MV, MC, MP, PS, and VR.

CT = Standard clock time; e.g., 12:57AM or 4:30PM. Note that colons are required, spaces are not allowed, and "AM" and "PM" must be added.

D = Decimal string. May be placed anywhere in the field. If no decimal point is given, MSIS will insert one at the end of the string.

ENID = Encumbrance Identification.

FIN = Facility Identification Number. A unique number assigned to each facility by GMVI. The number is in the form of Pxxxxxxx whre P stands for platform and xxxxxxx is the platform's number as designated by the Mineral Management Service.

I = Integer string. May be placed anywhere in the field.

IPN = Involved party identification number. This number is in the form of IPYRxxxxxx where IP is Involved Party, YR is the year and xxxxxx is a sequential number assigned by MSIS; for example, IP86000001.

LIT = Literal, faithful copy of something; i.e., name, serial number, etc. MSIS will not edit these entries and accuracy is necessary for proper interpretation and analysis

MBOX = Mailbox number. Standard format is MBYRxxxxxx where MB is mailbox, YR is the year and xxxxxx is a sequential number assigned by MSIS; for example, MB86004082.

MT = Military time. Standard 24-hour clock time; e.g., 1520 = 3:20 p.m. Elapsed time is also entered in the same form; e.g., 1 hour and 15 minutes = 0115. Note that no colons or spaces are included. NOTE - MSIS uses 0000 rather than 2400.

NARR = Narrative entry. Enter data or comments in a free-form manner. MSIS places no restrictions on data or comment contents.

NEC = Not elsewhere classified, i.e., none of the above.

PORT = Standard port/unit identifiers.

QCLASS = Subchapter Q Class Number. This is the first seven characters of a Subchapter Q Number. All zeros normally appearing in the number and the decimal point (.) must be included when accessing MSIS products; for example, 161.045.

QNUM = Subchapter Q Number. QNUM is a number that may be 12, 13, 15, or 16 characters long, depending on whether the number refers to a primary label or private label supplier. The following are acceptable formats for QNUM, with x being equal to a digit and A being the private label identifier:

xxx.xxx/xxxx	Primary label supplier
xxx.xxx/xxxx/xx	Primary label supplier with mod
xxx.xxx/Axxxx	Private label supplier
xxx.xxx/Axxxx/xx	Private label supplier with mod

All zeros normally appearing in the number must be included when accessing MSIS products; for example, 161.123/0233.

UID = User identifier.

VIN = Vessel Identification Number. If assigned by MSIS, it is in the form of CGXXXXXX where xxxxxx is a sequential number. A VIN may also have the prefixes D and L. Both of these have a seven digit number.

X = Checkmark. X or blank is allowed. NOTE - Blank is not allowed for validation for some fields.

Y = Yes/No standard, Y or N or blank is allowed. NOTE - Blank is not acceptable for PENALTY ACTION slots.

MARINE INSEPCTION PRODUCT SET POLICY GUIDANCE

1. GENERAL.

   a. Marine Inspection Products. The Marine Inspection (MI) Product Set has been designed to be the primary maens of recording and processing inspections and examinations normally conducted by marine inspectors. The Marine Inspection Activity Report (MIAR) is the corner stone of the product set for reporting insepctions and accounting for resource hours. MIAR is intended and shall be used for the following activities:

      (1) Inspections of certificated U.S. commercial vessels,

      (2) Annual and LOC examinations of foreign flag tank vessels,

      (3) Control Verification of foreign vessels,

      (4) Inspections and examinations of platforms on the OCS,

      (5) Factory inspections.

   b. Port Safety Products. Port safety activities will continue to be recorded on the Port Safety Boarding Report (PSBR) as required by the Port Safety and Security Program. These activities include:

      (1) Annual examinations of foreign freight vessels.

      (2) Oil transfer monitors on vessels.

      (3) Packaged hazardous materials transfer monitors.

      (4) Marpol and Navigation Safety compliance examinations

      (5) Uninspected vessel examinations.

   c. Dual Reporting. The MI Product Set does not have the capability and is not intended to capture resource hours expended by personnel conducting activities normally reported on a PSBR. Inspections and examinations involving both marine inspectors and port safety personnel will require the submission of two reports to properly capture resource information. Man hours should be allocated to the appropriate report to avoid double counting. Dual reporting with an MIAR and PSBR will be frequently necessary for LOC and Tank Vessel Safety Examinations. Boarding scope for the PSBR will be Annual Examination or other applicable boarding scope description. The unit(s) shall use the reference case slots in each report to record the MI or PS case number of the corresponding report.

d. Timeliness of Reports. The prompt filing and validation of inspection and port safety cases is critical. Our ability to effectively manage resources in part depends upon timely submission and validation of MSIS case reports. The actions of another unit are often based upon the information MSIS provides, and our accounting system for resource hours is obtained from MSIS inspection and port safety reports. Validation of domestic inspection cases shall occur as soon as possible, but in no case later than 30 days after the completion of an inspection activity.

2. Scheduling Inspections for Certification. The Marine Inspection Letter of Notification (MILON) and Marine Inspection Scheduler Function (MISF) transaction are used to notify operators concerning pending inspections and schedule inspections for certification. The Maritime Safety Act and implementing regulations (46 CFR 2) require vessel owners/operators to notify the OCMI whether the vessel will be operated so as to require an inspection. The required notice must be submitted in writing at least 30 days prior to the COI expiration. This requirement places an added importance to the timely mailing of the MILON and recording of notifications received in MISF.

a. MILON. The MILON serves two purposes -- it advises a vessel's operator that the vessel's Certificate of Inspection will expire within 60 days and states that the Coast Guard shall be notified regarding the future status of the vessel as required by the Maritime Safety Act of 1984. MSIS queues the MILON to the unit issuing the last COI 60 days prior to the expiration of a vessel's COI. OCMI's should insure this letter is sent to the responsible party as soon as possible to allow notification within the required time period. Form CG-3752 (Application for Inspection of U.S. Vessel) shall be enclosed with the MILON. Vessel owners/operators are requested to complete and return the Application for Inspection with the best available information or, detach and submit the form provided at the bottom of the letter.

b. Scheduling Inspections. The timely scheduling of case upon receipt of notification is particularly important in cases where the vessel owner does not know where the vessel will be inspected and has notified the last OCMI as the only recourse. Upon receipt of a notification of inspection from a vessel operator, the unit shall schedule an inspection for the vessel in the schedular function (MISF). MISF shall be completed using the best information available. The date the notification was received shall be entered in the 'NOTIFY DT' slot in MISF. When the port that will actually conduct the inspection attempts to schedule a case, they will find a case scheduled by the port that received the original notification. The existing MSIS case may be transferred to the port conducting the inspection by entering MISF in update mode and changing the port code. MSIS will update inspection status logs to reflect the new port conducting the inspection and remove the case from the other port's list of scheduled inspections log. This transfer procedure will work provided the case has not been filed as an activity report (MIAR) and remains as a scheduled case (MSIF).

3. Inspections by Detachments. MSD's and MIDET's are to schedule and file their own inspections in MSIS under their detachment port code and should not log on behalf of the parent unit. MSIS will record inspection activities and resource hours by detachments separate from the parent unit while maintaining unit activity logo for both. This capability exists for Marine Inspection products only and is not available for Port Safety, Marine Pollution, Marine Violation, or Marine Casualty products. Certain limitations exist:

   a. Parent ccommands retain case validation authority for cases filed by their detachment.

   b. When filing MIARs, the detachment must insure all inspection types are correct. Parent units cannot change inspection types once the detachment has passed the case to the parent for validation.

   c. Parent units may schedule cases for the detachment. The procedure for processing cases is the same as described in para. 2.b above.

   d. Parent units must file administrative hours associated with revising the inspection paperwork. Hours are entered on the MIAR in the ADMIN slot prior to validation.

4. Hull Examinations.

   a. MSIS refers to an examination for credit drydocking as a "Hull Exam". A hull examination includes alternative forms of credit drydocking such as internal in lieu of dry dock, light draft and working draft examinations.

   b. Any form of examination for dry dock credit is scheduled as a Hull Examination in MISF using the code "HUL". The Marine Inspection Status Details (MISD) transaction captures specific information concerning the date, type of hull examination and the next due date for a hull examination.

   c. MSIS prints on the Certificate of Inspection the date and specific type of the last hull examination in the space below the issue date of the COI.

5. Deficiencies. The recording and tracking of deficiencies is one of the most important aspects of MSIS. The safety performance of a vessel can be measured, in part, by the number and types of deficiencies detected during inspections and examinations. While the recording of all deficiencies detected is desirable, deficiencies which affect the safety of the vessel are mandatory. The accurate assignment of codes in the data slots on the deficiency report is critical to the analysis of class approved equipment problems.

6. Progressive Inspections.

   a. A progressive inspection is an inspection involving more than one OCMI, e.g. a "running" biennial. Inspections conducted by detachments for validation by the parent unit are not progressive inspections. A progressive inspection must be specified in the schedular function (MISF) prior to filing a MIAR. MSIS processes a progressive case report much like a normal report, except that all involved units are able to file or clear deficiencies and report their own resource hours expended on the inspection. Progressive inspection reports are limited to inspections for certification (initial and reissue), reinspections, hull exams and examinations for issuance of a Certificate of Compliance.

   b. The progressive inspection feature involves an extraordinary amount of MSIS file activities and shall only be used when necessary. Invalidation of progressive inspections is an extremely complex process. Particular care must be taken to insure the accuracy of data prior to passing the report to the next unit.

7. Permits to Proceed.

   a. The certificate action Permit to Proceed (PTP) for an MIAR employs special MSIS action. MSIS changes the status column for the Certificate of Inspection in Vessel File List of Documents (VFLD) to "PTP". This status remains until an MIAR is filed with a certificate action of "Valid". Until then, a port attempting to print a COI while the certificate status is PTP must acknowledge a warning message from MSIS indicating that the COI status is PTP. This feature has been designed to alert other offices they are about to issue a certificate to a vessel operating under a permit to proceed. An inspection special note (MISN) should be filed with the case addressing the issuance of a permit to proceed. The expiration date of the MISN should be set equal to the expiration date of the current COI.

   b. MSIS does not print permits to proceed. Permit to Proceed (CG Form 938) shall continued to be used.

8. Duplicate Certificates of Inspection. When issuing a duplicate COI after a reinspection of other activity, the issuing port shall make an entry indicating the date and port of the reinspection with the signing official's initials in the space provided on the COI.

9. Cancelled Inspections. Resources expended on inspections or examinations which are cancelled by request of the operator/owner prior to completion are to be indicated on an MIAR by inserting an 'X' in the "CTF" (Close to File) slot. MSIS will record the resource hours associated with the inspection but will not change inspection status of the vessel. The use of this type of report shall be limited to instances where inspector man-hours were committed. Cases involving administrative hours only are not appropriate for close to file action.

10. Subchapter Q Information. The initial seeding of Subchapter Q information will not be completed for some time. Data entry is likely to continue for several months. Pending completion of data loading, missing information from the Subchapter Q listings should not be construed as a particular item being unapproved. An announcement will be made when data loading is completed.

11. Certificates of Compliance (COC). The MSIS Certificate of Compliance is intended to replace other forms including the letter of Compliance (Form CG-2832A) and Tank Vessel Examination Letter (Form CG-840S-1). The COC is still under development; distribution of the forms and usage guidance is forthcoming.

12. Inspection Status Details. The Marine Inspection Status Details (MISD) product must be completed after any inspection for certification or hull examination. The following policy applies to entering dates for periodic inspections:

    a. Hull Examination - enters the last day of the month due. (This policy will be reviewed and may be revised upon promulgation of new regulations)

    b. Reinspection - enter the anniversary of the inspection for certification date.

13. Pre-Inspection Packages (MIPIP). The Pre-Inspection Package (PIP) is a listing of all information from the summary and detail products contained in the vessel file. Additionally, the PIP lists the locations fo the portable fire fighting equipment as well as details about lifesaving equipment which formerly appeared on the COI. For vessels with complete detail level vessel files, the PIP replaces, where applicable, the Hull and Equipment accordions (CG-840AA and CG-840BB, respectively). A copy of the PIP should be forwarded with the COI for placement on the vessel upon completion of an inspection for certification.

14. MIAR and Inspection Notes Comments.

    a. The comment section of the MIAR is intended for high level summaries of inspection events, such as plate renewals, major deficiencies, nature of a special examination not readily indicated by the inspection type, details of extraordinary hours devoted to an inspection. It is not intended to replace the inspection narrative or for restating the type of inspection.

    b. Inspection notes should be specifically address areas where special attention or examination should be made. Inspection note expiration dates should be carefully considered since MSIS retains all notes regardless of the expiration date. Unexpired inspection notes appear in MICP (Marine Inspection Critical Profile) and Port Safety Vessel History (PSVH). Expired inspection notes can be retrieved from the MIAR (or VIMR) associated with the note.

15. Special Classes.

a. The authority for defining special classes has been reserved, for the time being, to Commandant (G-MVI). Over 100 special classes, consisting primarily of design classes, have been defined. Other classes include commerical vessels over 20 years of age and vessels in the Ready Reserve Fleet (RRF). Commandant (G-MVI) will define additional special classes as necessary.

b. In defining special classes, certain prefixes for the Class Identification Number (CIN) were used to differeniate between design classes and all other special classes. A CIN beginning with "DC" indicates a design class, while an "SC" prefix indicates a special class. For design classes, the third character of the CIN indicates the service of the vessel, e.g. "F" for freight, "T" for tank ship, etc.

c. Units are encouraged to use the special class products in conjuction with research into potential classes problems. The MSIS transaction Vessel File Class Membership (VFCM) will reveal any class memberships for a particular vessel. From FVCM, a user can select Vessel File Special Class (VFSC) which lists all other vessels belonging to the class.

d. Any office desiring to have a group of vessels defined as a class may submit a request to Commandant (G-MVI) for evaluation. Requests for defining a design class of barges or 'T' boats are encouraged, particularly those which operate in more than one OCMI zone. Corrections, additions or deletions to vessel classes are also requested.

MSIS MARINE SAFETY TRANSACTION GUIDE

JUNE 1988

U. S. COAST GUARD

MARINE SAFETY INFORMATION SYSTEM

PREPARED FOR COMMANDANT (G-MP-4)

RECORD OF CHANGES			
CHANGE NUMBER	DATE OF CHANGE	DATE ENTERED	BY WHOM ENTERED

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CHAPTER 1. MARINE SAFETY PRODUCT SET SUMMARY

A. General.

1. Design. The Marine Safety product set contains the master directory to all product set indexes in MSIS, as well as administrative products used to post information for users and to support system ease of use.

2. Use. This product set contains products used in both entry/update and retrieval modes. These products serve as a menu into MSIS System products, provide easy login and logout procedures, and post information and notices via the bulletin board, port board, the login greeting message, and the training information product.

3. Transaction Guide. This guide presents the Marine Safety transactions, their content, and how they are to be used. The guide also includes a discussion of how the product set works with MSIS.

B. Data Controls and Accounting Procedures.

1. MSIS Data Controls. Because MSIS contains an integrated data base, updated by all functions which participate in MSIS, certain controls are imposed on certain data to ensure their correctness. From the standpoint of Marine Safety, however, there are none. Rather these data controls are found on other products within the MSIS system.

C. Product Description. The Marine Safety product set contains administrative products used to enhance the user support requirements of MSIS. It also contains the master directory to all other MSIS menus or indexes.

1. Entry, Update and Retrieval Products. All Marine Safety products accessible in entry/update mode are also available in retrieval mode. These products are described below.

   a. MSIS. MSIS Directory. This product contains all of the entry/retrieval indexes available in the MSIS System, e.g., MIEI and PFEI. It also serves as a menu for the Marine Safety Bulletin Board (MSBB), Marine Safety Training Information (MSTI), Marine Safety Port Board (MSPB), Port File Scheduled Outputs (PFSO), Port File Incoming Mail Log (PFIML), Port File Morning Report (PFMR), and the Login and Logout (L/L) procedures.

   b. L/L. Login and Logout Procedures. These procedures allow the user to easily log into MSIS using a different password or to directly log out of MSIS. L/L also allows a user to login on behalf of another port.

c. **MSBB**. Marine Safety Bulletin Board. MSBB displays daily bulletins on topics of common interest to the community of MSIS users.

d. **MSGM**. Marine Safety Greeting Message. MSGM provides a "scratch pad" for the MSIS Headquarters System Manager to broadcast messages, comments, or status indicators. MSGM does not appear on the MSIS Directory screen.

e. **MSTI**. Marine Safety Training Information. MSTI provides a way for Headquarters (GMP3) to supply training information to MSIS field users.

f. **MSPB**. Marine Safety Port Board. The MSPB product provides a vehicle for personnel at any Coast Guard unit to post general information for all other MSIS units.

g. **MSAB**. Marine Safety Assignment Board. MSAB provides a way for GPO to provide information to MSIS field users concerning available duty assignments and current assignment policies.

h. **Port File products**. Port File Scheduled Outputs, Port File Incoming Mail. Log, Port File Morning Report. These products are discussed in detail in the Port File Transaction Guide, COMDTINST M5230.21A.

CHAPTER 2. MARINE SAFETY MSIS DIRECTORY

A. MSIS Directory -- MSIS.

1. MSIS Purpose and Description.

   a. Provides the login mechanism to MSIS and serves as the master directory to all other MSIS menus or indexes, the Marine Safety Bulletin Board, the Marine Safety Port Board, and the Marine Safety Training Information product.

   b. Displays the MSIS greeting message, dates of the last updates for the field information products and the bulletin board and indicates the existence of pending "mailbox" messages, "morning reports", pre-inspection packages, stickers, or letters to be printed for that unit.

   c. Allows one unit to act on behalf of another via the Login procedure, if the former is so authorized. d. Figure 2-1 shows MSIS as it appears on the terminal.

2. Accessing MSIS.

   a. Menu. MSIS may be accessed from itself by logging in with a new password (using **SEL,15**).

   b. Free-Form. MSIS can be accessed through free-form with:

   -MSIS
   EXIT

   c. Selection From Other Products. MSIS is accessed initially upon logging into the system and is automatically accessed thereafter, as a result of always being the root product on the product queue.

   d. Product Use Authority Levels.

      Retrieval – 1 Login as another unit - 5

3. **MSIS** Data Entry Requirements and Explanation.

   a. General Processing. The MSIS Directory serves two functions:

      1. To provide the login mechanism to MSIS, and

      2. To serve as the master directory to all other MSIS product set indexes.

It displays the MSIS greeting message, dates of the last updates for the field information products and the bulletin board, and indicates the existence of pending "mailbox messages", "morning reports", or letters to be printed for the unit.

b. The MSIS Directory also lists the entry/retrieval indexes of the product sets that are (or will be) available in the MSIS System. These indexes may be selected by the user to access individual products within the desired set(s). The MSIS Directory also lists the Marine Safety Bulletin Board (MSBB), the Marine Safety Port Board (MSPB), the Marine Safety Training Information product (MSTI), and Login and Logout (L/L) procedures. The Login selection may be used to log the user into MSIS with a new password, while the Logout selection logs the user out of the MSIS System.

c. A user with the proper password authority access level may enter MSIS as another unit by entering that unit's code in the data slot marked "If Session is on Behalf of Another Port/Unit, Enter Other Unit's Code." This causes the MSIS internal unit code to be set to the other unit code, and the user loses all identity with his/her own unit. For example, the information presented on the MSIS Directory for mailboxes, morning reports and scheduled outputs will be for this "other" unit, not the user's unit.

d. When logging into MSIS, a user is given up to four (4) opportunities to key a valid combination of pass word, user identifier, and unit code. After four (4) unsuccessful tries, the user is automatically logged out of MSIS.

e. Special Processing. The MSIS Directory contains a number of indicator slots which present useful information to the user. The indicator slots adjacent to the menus contain the date of the last update of that product set's field information product; if this slot is blank, data is not currently available on that product. Indicator slots also appear adjacent to MSBB, PFMR, PFIML and PFSO. The MSBB slot presents the last update date for the bulletin board while an "MR" adjacent to PFMR or an "MB" adjacent to PFIML indicate the existence of a morning report or mail (PFMB), respectively. The PFSO indicator slot has seven possible alternatives:

DL Documentation Letter
IP Pre-Inspection Package
LT Inspection Letter
RL Renewal Notification Letter and/or Fleet Renewal enclosures
SF Renewal Stickers SO A combination of outputs
blank No outputs available

```
COMMAND /_____________________________ RESPONSE/PLS MAKE NEXT SELECTION
MSIS                          MSIS DIRECTORY                          02JUN88

 ****************************************************************************

                              WELCOME TO MSIS

 ****************************************************************************

    ACTIVITIES        -UPDATE-        SEL,     MSIS SUBJECT FILES        SEL,

 VESSEL DOCUMENTATION.20MAY88..(VDEI)  1    PORT FILE.............(PFEI)  21
 MARINE INSPECTION....04FEB88..(MIEI)  2    VESSEL FILE...........(VFEI)  22
 PORT SAFETY..........       ..(PSEI)  3    VESSEL LOGS & FORMS...(VFLI)  23
 MARINE CASUALTY......04FEB88..(MCEI)  4    FACILITY FILE.........(FFEI)  24
 MARINE POLLUTION.....02FEB88..(MPEI)  5    PARTY FILE............(PNEI)  25
 MARINE VIOLATION..............(MVEI)  6    CARGO FILE............(CFEI)  26

                           GENERAL ADMINISTRATION

 BULLETIN BOARD.......23MAR88..(MSBB)  11   SCHEDULED OUTPUTS.LT..(PFSO)  31
 TRAINING INFORMATION.       ..(MSTI)  12   INCOMING MAIL LOG.  ..(PFIML) 32
 PORT BOARD...........20MAY88..(MSPB)  13   MORNING REPORTS...  ..(PFMR)  33

 LOGIN (NEW PASSWORD)...............   15   LOGOUT.......................  35
```

FIGURE 2-1. EXAMPLE OF MSIS DIRECTORY MENU

CHAPTER 3. MARINE SAFETY LOGIN/LOGOUT PROCEDURES

A. General. This section contains those procedures which allow the user to easily log into and log out of MSIS. They are particularly useful to users at the same port who sequentially use the same terminal.

B. Login/Logout Procedures -- L/L.

1. L/L Purpose and Description.

   a. Allows the user to easily login using a different password or to directly logout of MSIS.

   b. Allows one unit to act on behalf of another if the former is so authorized.

   c. Allows users at the same port to sequentially use the same terminal without using the entire login procedure.

   d. Provides a quick, easy way to logout of MSIS.

   e. Figure 3-1 shows L/L as it appears on the terminal.

2. Accessing L/L.

   a. Menu. The Login and Logout procedures may only be accessed through the MSIS Directory.

   b. Free-Form. L/L can be accessed through free form with:

      -QUIT

   c. Selection From Other Products. The Login and Logout procedures are not accessed from other products.

   d. Product Use Authority Levels. Retrieval/Entry/Update - 1 Login as another unit - 5

3. L/L Data Entry Requirements and Explanation.

   a. General Processing. The Login procedure permits a user to login with a different password without using the standard (longer) login procedure. The user enters **"SEL,15"**, MSIS responds with a blank password slot. The user enters the new password and MSIS responds with User ID and Unit slots. The user enters information and is again presented with the MSIS Directory for further selections.

   b. The Login procedure is normally used in the following two situations:

      (1) To allow a user at one unit to act on behalf of another unit, if so authorized.

(2) To allow users at the same port to sequentially use the same terminal without using the entire login procedure (This means that each user can protect his/her password while leaving the terminal in "Ready" mode for the next user.)

c. The Logout procedure provides the user with a quick, easy way to logout of MSIS. Entering **"SEL,35"** performs this function.

d. Special Processing. None.

SCREEN 1

```
COMMAND /_____ RESPONSE/PLS ENTER YOUR RESPONSE
MSIS                    MSIS DIRECTORY                    25MAR86

  PLEASE ENTER YOUR PASSWORD/ _____
```

SCREEN 2

```
COMMAND /_____ RESPONSE/PLS ENTER YOUR RESPONSE
MSIS                    MSIS DIRECTORY                    25MAR86

                ---ENTER THE FOLLOWING LOGIN INFORMATION---
  YOUR USER IDENTIFIER(UIN)/ _____          YOUR UNIT'S CODE/ _____
  IF SESSION IS ON BEHALF OF ANOTHER PORT/UNIT, ENTER OTHER UNIT'S CODE/ _____
```

FIGURE 3-1. EXAMPLE OF LOGIN

CHAPTER 4. MARINE SAFETY GREETING MESSAGE

A. General. This section contains the Marine Safety Greeting Message (MSGM), a product which permits the entry and display of messages and comments from the MSIS Headquarters System Manager.

B. Marine. Safety Greeting Message -- **MSGM**.

1. **MSGM** Purpose and Description.

   a. Provides a 5-line "scratch pad" for the MSIS Headquarters System Manager to broadcast some messages, comments, or status indicators.

   b. Figure 4-1 shows MSGM as it appears on the terminal.

2. Accessing **MSGM.**

   a. Menu. MSGM is not accessed from a menu.

   b. Free-Form. MSGM is only accessed through free-form with:

      -MSGM,E,U,or R

      where:

      E = entry mode
      U = update mode
      R = retrieval mode

      EXAMPLE:

      -MSGM,U

   c. Selection From Other Products. MSGM is not accessed from other products.

   d. Product Use Authority Levels.

      Retrieval – 1 Entry/Update - 2

3. **MSGM** Data Entry Requirements and Explanation.

   a. General Processing. MSGM is used exclusively by the MSIS Headquarters System Manager in entry and update modes. It is used to enter or change the greeting message that appears on the MSIS products. Due to the fact that MSGM is only used (in entry and update modes) by the MSIS Headquarters System Manager, it does not appear on any menu screens and may be directly accessed only through free-forming. In retrieval mode, MSGM displays the current greeting message at the user's terminal.

   b. Special Processing. None.

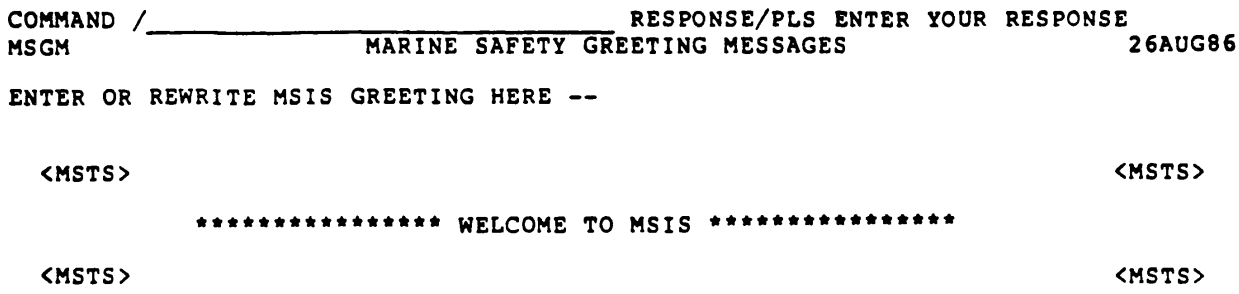

FIGURE 4-1. EXAMPLE OF MSGM

CHAPTER 5. MARINE SAFETY ADMINISTRATION

A. General. This section contains four products which provide informal information to MSIS users. The Marine Safety Bulletin Board (MSBB) allows the entry and display of daily bulletins. Marine Safety Training Information (MSTI) provides a way for Headquarters to supply training information to MSIS field users. The Marine Safety Port Board (MSPB) provides a vehicle for personnel at any Coast Guard unit to post general information to all other MSIS units. The Marine Safety Assignment Board (MSAB) provides information on duty assignments.

B. Marine Safety Bulletin Board -- **MSBB.**

1. **MSBB Purpose and Description.**

   a. Displays daily bulletins on topics of common interest to the community of MSIS users.

   b. Permits bulletin items to be entered or updated by the MSIS Headquarters System Manager.

   c. Figure 5-1 shows the data definitions for MSBB. See Enclosure (1) for the abbreviation meanings.

2. Accessing MSBB.

   a. Menu. MSBB is normally accessed through the MSIS Directory.

   b. Free-Form. MSBB can be accessed through free-form with:

      -MSBB,E,U,or R

      where:

      E = entry mode
      U = update mode
      R retrieval mode

      EXAMPLE:

      -MSBB,R

   c. Selection From Other Products. MSBB is not accessed from other products.

   d. Product Use Authority Levels.

      Retrieval – 1 Entry/Update - 2
      Kill Bulletin Board - 4

3. MSBB Data Entry Requirements and Explanation.

   a. General Processing. In entry and update modes, MSBB is used exclusively by the MSIS Headquarters System Manager to enter or change bulletin board messages. The maximum number of lines available for text is 99.

   b. In retrieval mode, MSBB displays current bulletin board items at the user's terminal.

c. The entire text of a bulletin board may be deleted bya user in retrieval mode, provided he/she has a password authority access level of four (4) or greater. If authority exists, the message "Key Kill to Delete Bulletins" will appear in the response line when the bulletin board image is displayed. The word "KILL" may be typed in the command line and sent. This removes all previously saved text.

d. Special Processing. Each time MSBB is entered or updated, the data slot on the MSIS Directory that appears beside of the MSIS listing is changed to the current system date. This date is not modified if MSBB is called in entry or update mode and sent without changing any of the text. Should the user change the text and then change it back to the original text, this is not interpreted as a modification and the date of update does not change. When the bulletin board is killed, the date in the update data slot on the MSIS Directory is blanked out.

SCREEN 1

```
COMMAND /_____ RESPONSE/PLS ENTER YOUR RESPONSE
MSBB                MARINE SAFETY BULLETIN BOARD                  Ø2JUN88

CURRENT BULLETIN BOARD REQUIRES   Ø IMAGE LINES.  PLEASE ENTER TOTAL LINE
ESTIMATE FOR NEW BULLETIN BOARD/ _I
```

SCREEN 2

```
COMMAND /_____ RESPONSE/PLS ENTER YOUR RESPONSE
MSBB                MARINE SAFETY BULLETIN BOARD                  Ø2JUN88

                        --- BULLETINS FOR TODAY ---
 NARR
_____________________________________________________________________________
_____________________________________________________________________________
_____________________________________________________________________________
_____________________________________________________________________________
_____________________________________________________________________________
_____________________________________________________________________________
_____________________________________________________________________________
_____________________________________________________________________________
_____________________________________________________________________________
_____________________________________________________________________________
```

C. Marine Safety Training Information -- **MSTI.**

1. MSTI Purpose and Description

   a. Provides a means for Headquarters (GMP3) to supply training information to the field offices.

   b. Figure 5-2 shows the data definitions for MSTI. See Enclosure (1) for the abbreviation meanings.

2. Accessing **MSTI.**

   a. Menu. MSTI is normally accessed through the MSIS Directory by Headquarters and field staff.

   b. Free-Form. MSTI can be accessed through free-form with:

      -MSTI,<E, U, or R>

      where:

      E = entry mode
      U = update mode
      R = retrieval mode

      EXAMPLE:

      -MSTI,R

      Note: MSTI can be free-formed in entry and update modes by GMP3 staff only. Both Headquarters and field staff can free-form MSTI in retrieval mode.

   c. **Selection From Other Products.** MSTI is not accessed from other products.

   d. Product Use Authority Levels.

      Retrieval – 1 Entry/Update - 2 and GMP3
      Kill information - 4 and GMP3

3. **MSTI** Data Entry Requirements and Explanation.

   a. General Processing. MSTI is accessed from the MSIS Directory by GMP3 staff to enter training information for the field. In entry mode, MSTI responds with a slot for current image lines and a slot for the total lines required for the training information. (The total number of lines allowed by MSTI is 99.) The user enters the total number of lines required and presses SEND. MSTI responds with the requested number of blank lines, and the user then enters the

message(s) desired. In update mode, MSTI shows the number of image lines currently being displayed and requests the total number of lines required, including the Current information. (The total number of lines equals the number of lines currently being used plus the number of lines for the new information.) The user enters the total number of lines required and presses SEND. MSTI displays the current information plus the extra lines requested for the new information. The user then enters the desired message(s). Existing lines of information may be deleted by blanking them out.

b. **Note:** Any blank lines are removed when MSTI is sent. A line must contain at least one character to be included in the message.

c. In retrieval mode, MSTI displays the training information as it has been entered by Headquarters staff.

d. The entire text of a training information screen may be deleted by a user in retrieval mode, provided he/she is logged into MSIS with the unit code of GMP3 and has a password authority access level of four (4) or greater. If authority exists, the message "KEY KILL TO DELETE INFORMATION" will appear in the Response Slot when the training information image is displayed. The word KILL may be typed in the Command Slot and sent. This removes all previously saved text.

e. Special Processing. Each time MSTI is entered or updated, the data slot on the MSIS Directory that appears beside the MSTI listing is changed to the current system date. This date is not modified if MSTI is called in entry or update mode and sent without changing any of the text. When MSTI is killed, the date in the update data slot on the MSIS Directory is blanked out.

SCREEN 1

```
COMMAND /_____ RESPONSE/PLS ENTER YOUR RESPONSE
MSTI          MARINE SAFETY TRAINING INFORMATION          02JUN88

CURRENT BOARD INFORMATION REQUIRES    0  IMAGE LINES. PLEASE ENTER THE TOTAL
LINE ESTIMATE FOR THE UPDATED BOARD/ _I
```

SCREEN 2

```
COMMAND /_____ RESPONSE/PLS ENTER YOUR RESPONSE
MSTI          MARINE SAFETY TRAINING INFORMATION          02JUN88

                    --- TRAINING INFORMATION ---
 NARR _____________________________________________________________
      _____________________________________________________________
      _____________________________________________________________
      _____________________________________________________________
      _____________________________________________________________
      _____________________________________________________________
      _____________________________________________________________
      _____________________________________________________________
      _____________________________________________________________
      _____________________________________________________________
```

FIGURE 5-2. DATA DEFINITIONS FOR MSTI

D. Marine Safety Port Board -- **MSPB.**

1. **MSPB** Purpose and Description.

   a. Provides a means for any MSIS users to post general information for all other MSIS users.

   b. Figure 5-3 shows the data definitions for MSPB. See Enclosure (1) for the abbreviation meanings.

2. Accessing **MSPB.**

   a. Menu. MSPB is normally accessed through the MSIS Directory.

   b. Free-Form. MSPB can be accessed through free-form with:

      -MSPB,<E, U, or R>

      where:

      E = entry mode
      U = update mode
      R = retrieval mode

      EXAMPLE:

      -MSPB,R

   c. Selection From Other Products. MSPB is not accessed from other products.

   d. Product Use Authority Levels.

      Retrieval – 1 Entry/Update - 2

3. **MSPB** Data Entry Requirements and Explanation.

   a. General Processing. MSPB is accessed from the MSIS Directory by all MSIS users. In entry mode, MSPB responds with a slot for current image lines and a slot for the total lines required for the port board information. (The total number of lines allowed by MSPB is 99.) The user enters the total number of lines required and presses SEND. MSPB responds with the requested number of blank lines, and the user then enters the message(s) desired. In update mode, MSPB shows the number of image lines currently being displayed and requests the total number of lines required, including the current information. (The total number of lines equals the number of lines currently being used plus the number of lines for the new information.) The user enters the total number

of lines required and presses **SEND.** MSPB displays the current information plus the extra lines requested for the new information. The user then enters the desired message(s). Existing lines of information may be deleted by blanking them out.

b. **Note:** Any blank lines are removed when MSPB is sent. A line must contain at least one character to be included in the message.

c. In retrieval mode, MSPB displays the port board information as it has been entered by other MSIS users.

d. Special Processing. Each time MSPB is entered or updated, the data slot on the MSIS Directory that appears beside the MSPB listing is changed to the current system date. This date is not modified if MSPB is called in entry or update mode and sent without changing any of the text.

SCREEN 1

```
COMMAND /_____ RESPONSE/PLS ENTER YOUR RESPONSE
MSPB                    MARINE SAFETY PORT BOARD                    02JUN88

CURRENT BOARD INFORMATION REQUIRES    0  IMAGE LINES. PLEASE ENTER THE TOTAL
LINE ESTIMATE FOR THE UPDATED BOARD/ _I
```

SCREEN 2

```
COMMAND /_____ RESPONSE/PLS ENTER YOUR RESPONSE
MSPB                    MARINE SAFETY PORT BOARD                    02JUN88

                        --- FIELD INFORMATION ---
 NARR _____________________________________________________________________
      _____________________________________________________________________
      _____________________________________________________________________
      _____________________________________________________________________
      _____________________________________________________________________
      _____________________________________________________________________
      _____________________________________________________________________
      _____________________________________________________________________
      _____________________________________________________________________
      _____________________________________________________________________
```

FIGURE 5-3. DATA DEFINITIONS FOR MSPB SCREEN 1

E. Marine Safety Assignment Board -- **MSAB.**

1. **MSAB** Purpose and Description.

   a. Provides a means for Headquarters (GPO) to supply duty assignment information to the field offices.

   b. Figure 5-4 shows the data definitions for MSAB. See Enclosure (1) for the abbreviation meanings.

2. Accessing **MSAB.**

   a. Menu. MSAB is normally accessed through the MSIS Directory by Headquarters and field staff.

   b. Free-Form. MSAB can be accessed through free-form with:

      -MSAB,<E, U, or R>

      where:

      E = entry mode
      U = update mode
      R = retrieval mode

      EXAMPLE:

      -MSAB,R

      Note: MSAB can be free-formed in entry and update modes by GPO staff only. Both Headquarters and field staff can free-form MSAB in retrieval mode.

   c. Selection From Other Products. MSTI is not accessed from other products.

   d. Product Use Authority Levels.

      Retrieval – 1 Entry/Update - 2 and GPO
      Kill information - 4 and GPO

3. **MSAB** Data Entry Requirements and Explanation.

   a. General Processing. MSAB is accessed from the MSIS Directory by GPO staff to enter duty assignment information for the field. In entry mode, MSAB responds with a slot for current image lines and a slot for the total lines required for the information. (The total number of lines allowed by MSAB is 99.) The user enters the total number of lines required and presses **SEND.** MSAB responds with the requested number of blank lines, and the user then

enters the message(s) desired. In update mode, MSAB shows the number of image lines currently being displayed and requests the total number of lines required, including the current information. (The total number of lines equals the number of lines currently being used plus the number of lines for the new information.) The user enters the total number of lines required and presses **SEND.** MSAB displays the current information plus the extra lines requested for the new information. The user then enters the desired message(s). Existing lines of information may be deleted by blanking them out.

b. **Note:** Any blank lines are removed when MSAB is sent. A line must contain at least one character to be included in the message.

c. In retrieval mode, MSAB displays the assignment information as it has been entered by Headquarters staff.

d. The entire text of an assignment information screen may be deleted by a user in retrieval mode, provided he/she is logged into MSIS with the unit code of GPO and has a password authority access level of four (4) or greater. If authority exists, the message "KEY KILL TO DELETE INFORMATION" will appear in the Response Slot when the information image is displayed. The word **KILL** may be typed in the Command Slot and sent. This removes all previously saved text.

e. Special Processing. Each time MSAB is entered or updated, the data slot on the MSIS Directory that appears beside the MSAB listing is changed to the current system date. This date is not modified if MSAB is called in entry or update mode and sent without changing any of the text. When MSAB is killed, the date in the update data slot on the MSIS Directory is blanked out.

SCREEN 1

```
COMMAND / _____RESPONSE/ PLS ENTER YOUR RESPONSE
MSAB                    MARINE SAFETY ASSIGNMENT BOARD                  25JUL89

CURRENT ASSIGNMENT BOARD REQUIRES    43  IMAGE LINES. PLEASE ENTER THE TOTAL
LINE ESTIMATE FOR THE UPDATED BOARD/ I_
```

SCREEN 2

```
COMMAND / _____RESPONSE/ PLS ENTER YOUR RESPONSE
MSAB                    MARINE SAFETY ASSIGNMENT BOARD                  25JUL8

                           --- ASSIGNMENT BOARD ---
NARR_____________________________________________________________________
_________________________________________________________________________
_________________________________________________________________________
_________________________________________________________________________
_________________________________________________________________________
```

FIGURE 5-4. DATA DEFINITIONS FOR MSAB

DATA DEFINITION ABBREVIATION MEANINGS

The abbreviations used in the data definition sreens are defined as follows:

CASE = Case Number. Standard format is XXYRxxxxxx where XX is the 2 character product set prefix, YR is the year and xxxxxx is a sequential number assigned by MSIS; for example, PS86000001. Product set prefixes include MI, VD, MV, MC, MP, PS, and VR.

CD = Calendar date. Standard date format is DDMONYR (day's date, 2 col.; month, 3 col.; and year, 2 col.); e.g., 28SEP86. This is an edit value and must be entered in that form.

CID = Cargo Identification Code. This is the three letter CHRIS code used to identify chemicals in MSIS.

CIN = Class Identification Number. If assigned by MSIS, this number is in the format of SCxxxxxx where SC stands for Special Class and xxxxxx is a sequential number; for example, SC000201.

CT = Standard clock time; e.g., 12:57AM or 4:30PM. Note that colons are required, spaces are not allowed, and "AM" and "PM" must be added.

D = Decimal string. May be placed anywhere in the field. If no decimal point is given, MSIS will insert one at the end of the string. **ENID** = Encumbrance Identification.

FIN = Facility Identification Number. A unique number assigned to each facility by GMVI. The number is in the form of Pxxxxxxx where P stands for platform and xxxxxx is the platform's number as designated by the Mineral Management Service.

I = Integer string. May be placed anywhere in the field.

IPN = Involved party identification number. This number is in the form of IPYRxxxxxx where IP is Involved Party, YR is the year and xxxxxx is a sequential number assigned by MSIS; for example, IP86000001.

LIT = Literal, faithful copy of something; i.e., name, serial number, etc. MSIS will not edit these entries and accuracy is necessary for proper interpretation and analysis.

MBOX = Mailbox number. Standard format is MBYRxxxxxx where MB is mailbox, YR is the year and xxxxxx is a sequential number assigned by MSIS; for example, MB86004082.

MT = Military time. Standard 24-hour clock time; e.g., 1520 = 3:20 p.m. Elapsed time is also entered in the same form; e.g., 1 hour and 15 minutes = 0115. Note that no colons or spaces are included. NOTE - MSIS uses 0000 rather than 2400.

NARR = Narrative entry. Enter data or comments in a free-form manner. MSIS places no restrictions on data or comment contents.

NEC = Not elsewhere classified, i.e., none of the above.

ON = Official Number. A VIN without the D prefix.

PORT = Standard port/unit identifiers.

QCLASS = Subchapter Q Class Number. This is the first seven characters of a Subchapter Q Number. All zeros normally appearing in the number and the decimal point (.) must be included when accessing MSIS products; for example, 161.045.

QNUM = Subchapter Q Number. QNUM is a number that may be 12, 13, 15, or 16 characters long, depending on whether the number refers to a primary label or private label supplier. The following are acceptable formats for QNUM, with x being equal to a digit and A being the private label identifier:

xxx.xxx/xxxx	Primary label supplier
xxx.xxx/xxxx/xx	Primary label supplier with mod
xxx.xxx/Axxxx	Private label supplier
xxx.xxx/Axxxx/xx	Private label supplier with mod

All zeros normally appearing in the number must be included when accessing MSIS products; for example, 161.123/0233.

UID = User identifier.

VIN = Vessel Identification Number. If assigned by MSIS, it is in the form of CGXXXXXX where xxxxxx is a sequential number. A VIN may also have the prefixes D and L. Both of these have a seven digit number.

X = Checkmark. X or blank is allowed. NOTE - Blank is not allowed for validation for some fields.

Y = Yes/No standard, Y or N or blank is allowed. NOTE - Blank is not acceptable for PENALTY ACTION slots.